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ROMAN ROADS IN BRITAIN: VOLUME II

*North of the Foss Way—Bristol Channel*  
*(including Wales and Scotland)*

BY THE SAME AUTHOR

*Roman Ways in the Weald*

*Roman Roads in Britain: I*





HADRIAN'S WALL AND MILITARY WAY (86b), FROM THE AIR

*J. K. St Joseph*

The view is taken above Crag Lough (1 mile west of Housesteads) looking west, and the Way appears as a light-coloured strip due to parching, with the Wall on its right at the edge of the crags (page 180).



# ROMAN ROADS IN BRITAIN

VOL. II. North of the Foss Way—Bristol Channel  
(including Wales and Scotland)

Ivan D. Margary

M.A., F.S.A.

6846

WITH 24 PLATES & 6 MAPS



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*Except the aerial views, the photographs are by the author.*





## PREFACE

THE PLAN OF this book was based upon that of Codrington's *Roman Roads in Britain*, and it had always been intended that there should be both an introductory and a concluding general chapter as in that work. Certain matters, such as some constructional details and an account of the probable course of development of the road system, could not be dealt with conveniently until the whole field had been examined, and this would not have been possible when Volume I was published. Thus some reviewers commented upon the apparent absence of such features, and it is hoped that the concluding chapter here may go some way towards satisfying them. The constructional sections have been grouped together, partly for convenience in reproduction but also because it may often be useful to the reader to have them together for comparative study. Some wishes have been expressed for more detailed maps, but a little reflection should indicate that this would have been utterly impossible both in bulk and expense, and it is assumed that readers will normally have their own maps of the districts in which they are mainly interested.

Volume I dealt with Britain up to and including the Foss Way (5), and thus Volume II has to open somewhat abruptly with the roads of the West Midlands, and then goes on to those of Wales before turning to the Northern Counties and finally to Scotland. The introduction to Volume I included an account of the general characteristics of the roads and of the indications by which the broken remains of them can now be recognized in the field, which in consequence is not repeated here. An account of the available literature dealing with the roads, and a summary of the place-names that are found in association with them, were also included.

Much help has been received from correspondents, especially since Volume I appeared, and is most gratefully acknowledged. The extent of the Addenda shows how information upon these roads is constantly increasing, and is evidence of a lively interest in many areas. In the North there were already some excellent detailed descriptions of several important roads, and extensive use has been made of these (as is mentioned in the text) in the upland areas where conditions change little if at all, though I can claim a close personal acquaintance with all the roads included.

Once again I am greatly obliged to Dr J. K. S. St Joseph, curator in aerial photography in the University of Cambridge, for help in the selection of the fine air photographs here included, with the permission of the Air Ministry and the Cambridge University Committee for Aerial Photography. Mr C. W. Phillips, Archaeology Officer, Ordnance Survey, and his staff have been most helpful, as have also Dr C. V. Dean, Librarian of the Society of Antiquaries, and his assistants, during the long process of searching all the county and local publications.



The total mileage of the roads comes to 6,550½ (Volume I, 3,020; Volume II, 3,310½, and Addenda 220), and the visiting of them, excluding the home district of Kent, Surrey, and Sussex, has involved just over 19,000 miles of motoring. The work has been most interesting, not least in giving such a wide view of most areas of Britain both pleasant and less pleasant, though a closely-timed programme precluded any straying from the main object, and the evenings were usually spent in writing the rough draft of the descriptions of the routes visited during the day to ensure freshness of memory in details. No one could travel that far on our existing roads, great and small, without an acute awareness of the various hazards involved, though happily they were safely negotiated. There was also, for instance, the unknown minefield on part of Road 810, a wide green lane between Sledmere and Wetwang, recently discovered and cleared by the military a year *after* the road was visited, in Yorkshire Wold country fully cultivated and in no way suspicious of risks. In the North, too, there are loose bulls which visitors are advised to respect!

As in Volume I, the following system of road numbering has been used. Single-digit numbers have been allotted to the main routes thus: 6 Watling Street (West), 7 the western main north route through Carlisle, 8 the eastern main route through Corbridge, and 9 the northern road from the Scottish Roman Wall to Strathmore. Watling Street, 1, Ermine Street, 2, and Foss Way, 5, are continued from Volume I; roads 3 and 4 are fully dealt with in Volume I. The principal branches from each of the main routes have a two-digit number, 60, 61, 62 . . . , working as far as possible consecutively along the main route, and then the minor branches are given three-digit numbers related to the nearest two-digit branch available. Where it has been found necessary to divide the account of the longer roads into several portions these are indicated by adding the letters a, b, etc., after the number. The system is designed to be flexible and to allow of the addition of newly-discovered roads as they occur. This has already proved very useful in the Addenda to Volume I. May there be many more roads yet to be included!

It has been thought best to collect all the references for each road at the end of the section to which they relate, thus providing a convenient bibliography for each route. Reference numbers given in the heading relate to the road in general, others in the text to specific points or problems on its course.

I. D. MARGARY

YEW LODGE,  
EAST GRINSTEAD



## Chapter I

### THE WEST AND NORTH MIDLANDS



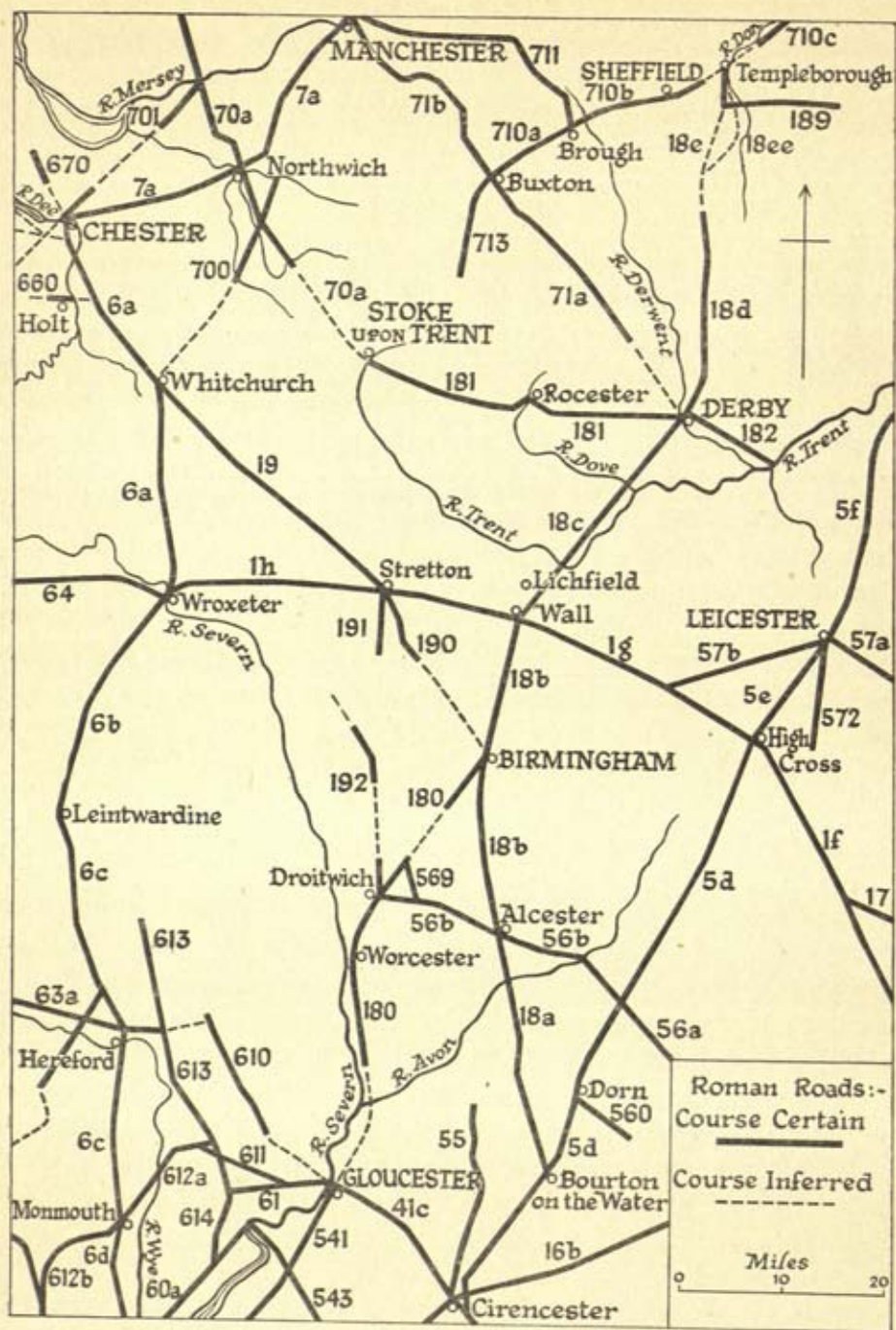
#### (i) The West and North Midland Network

THE DISTRICT OF England with which this chapter deals is necessarily somewhat formless and residual. It is bounded on the south-east by the entirely artificial line of the Foss Way (5) which has already been described in Volume I. To the west lie Wales and the Welsh Marches, with the strategic base road, Watling Street (West) (6), running from north to south along the edge of the high lands, and this will be considered in the following chapter. To the north it is conveniently, if artificially, bounded by the estuary of the river Mersey and the industrial area along that river, and then by the hilly region of the High Peak of Derbyshire.

Within this area there are two roads of great importance, the continuation of the main Watling Street (1) from the south-east coast, through London and *Verulamium*, from its crossing with the Foss Way (5) at High Cross to the Roman town of *Viroconium* at Wroxeter, near Shrewsbury, and the Ryknild Street (18), another artery from south to north, which branches from the Foss Way near Bourton on the Water and pursues a direct course through Alcester, Birmingham, Wall, and Derby into Yorkshire at Templeborough, near Rotherham. These two roads cross at Wall, near Lichfield, making this a road junction very similar in importance to that at High Cross, and almost half-way along Watling Street between that place and Wroxeter.

Ryknild Street ran through the middle of what is now Birmingham, and to the south of that great built-up area a branch (180) led off to the south-west, through Bromsgrove, Worcester, and Tewkesbury, to Gloucester. From this road at Droitwich a branch ran eastward (56b), crossing Ryknild Street at Alcester, through Stratford on Avon, crossing the Foss Way near Easington, and on to the south-east into Oxfordshire, south of Banbury, where it has already been described (56a in Volume I). Another branch (192) also left Droitwich northward and passed to the west of Stourbridge.

On Watling Street there are two other northward branches to be considered, a road connecting Leicester to the west with Mancetter (57b), and, towards Wroxeter, a north-westerly branch (19) of some importance that ran from Stretton to Whitchurch to provide a direct route towards the legionary fortress town of Chester



1. The West and North Midland Network



without the necessity of first following Watling Street to its western terminus at Wroxeter. There are also two southward branches which leave Watling Street at the settlement of *Pennocrucium*, near Stretton, and lead south-eastward (190) and southward (191) towards Wolverhampton.

The road from Wroxeter to Chester (6a) is really the northern part of the strategic road along the Welsh Marches, but it will be more convenient to include it in this chapter along with the other roads in Cheshire, as also the road into The Wirral (670). An important road went eastward from Chester, through Northwich, to Manchester (7a). Another went north-eastward, skirting the Mersey estuary, to Warrington (701), and joining there a north-westerly route (70a), coming from a Roman site at Chesterton in the Potteries, through Middlewich, and on to Wigan and the north. Another branch (700) crossed this road at Middlewich, running north-eastward from near Nantwich towards Knutsford, no doubt to join with road 7a towards Manchester.

Lastly, at Derby, there are branches from Ryknild Street to the west through Rocester to Stoke on Trent (181), making no doubt for Chesterton where it would join road 70a, and also to the south-east (182) as far as Sawley on the river Trent, perhaps for river traffic there. A road to the north-west (71a) connects Derby through Buxton direct to Manchester, and its first stage may be conveniently included here. From Buxton a road led south-westwards to Leek (713).

## (ii) Ryknild Street (South) and Branches

### 18a. RYKNILD STREET. BOURTON ON THE WATER-ALCESTER (22½ miles)

The Roman road known as Ryknild Street seems to have been an important route running nearly due south-north through the Midlands, to give direct access from the Foss Way (5d) north-east of Cirencester to settlements at Alcester, Wall (at the junction with Watling Street) (1), Derby, and Templeborough in Yorkshire. Its southern end branched from Foss Way at Bourton on the Water, but the point of junction does not appear to be of any local significance and may have been selected because the alignment over the Cotswolds to the north was convenient if planned from this point. It is in fact quite remarkable that a straight road could be planned at all just there, for the valleys are deep and steep-sided and certainly present some serious obstacles.

The exact position of the junction with Foss Way is known from excavations made on the roadside during pipe-laying, about 30 yards east of Slaughter (i.e. Sloe-tree) Bridge, ½ mile to the north-east of Bourton on the Water.<sup>2,3</sup> The road



was found to have been constructed of flat stone slabs laid horizontally and set in gravel to a depth of 8 inches, with a 7-inch layer of rubble stones as a foundation below. This layer was traced for 60 feet, tailing off toward the edges of the road, but this is not the true width, for the trench crossed the road somewhat askew.

From the junction the course of the road can be clearly seen across the next field, between Foss Way and the side turning to Lower Slaughter, as a low *agger* some 24 feet wide and a foot high, and it has also been seen in fields behind the Manor House at Lower Slaughter though some very pronounced examples of 'ridge-and-furrow' ploughlands obscure it there. There is no trace near Copse Hall just beyond.

After this the line is taken up for 4 miles by Condicote Lane, a narrow track, which in some parts shows indications of running upon an *agger* some 30 feet wide. This begins as a side road leading from the Upper Slaughter-Stow on the Wold lane, and its course is continued southward towards Copse Hall by a hedgerow, no doubt marking the line in that part. For the first  $\frac{1}{2}$  mile to the crossing of the Cheltenham-Stow road Condicote Lane bends somewhat, apparently in order to follow the highest ground there, but a rigid alignment is then followed, sighted on the highest points between Slaughter and Condicote and passing just on the west side of the latter village. The lane is still in use throughout, except close to Condicote itself where a hedgerow marks it for a short distance, though to the south of this it is only suitable for field traffic.

North of Condicote the alignment becomes involved with the steep-sided valleys, quite gorge-like at some points, which are a striking and very beautiful feature of the country near Hinchwick Manor, a mile to the north. At first the road manages to follow the valley-side past Old Hinchwick, and it seems likely that the present road does in fact mainly represent the original course, modified at a few points to ease the gradients. To the north of the Manor the present road turns off, and the old course must have gone straight on, as a raised field track still does for a few yards, to climb the spur between two valleys and so pass on to the east of Hinchwick Hill Barn.

That this line must have been followed is clear a mile farther on, for in the fields to the north of Bourton Hill Farm the *agger* can be plainly traced as a low swelling, about a foot high. The line is here rigidly followed for several miles, passing through the garden of Springhill House and along (or rather just on the east side of) a drive called the Switchback, and it was cleverly planned to keep clear of a very deep valley which runs all along here on the east. Near the crossing of the Snowhill-Chipping Campden road it was examined in section and found to have a layer of flat slabs, 6 inches thick, laid upon beaten earth, and where best preserved there was a layer of small broken stones with earth above the slabs.<sup>4</sup> To the south of the Snowhill road the actual *agger* is overgrown with the present



track alongside it on the west, but to the north of this it is an open grassy track upon the *agger*, some 30 feet wide and 2 feet high, and it shows finely as it proceeds to its highest point near Peter's Farm on Broadway Hill, over 900 feet up, where a turn to the east of north is made in order to follow the high ground over Saintbury Hill to a convenient point on the east of that village for the descent of the main escarpment.

At Peter's Farm it is a wide green lane on the raised *agger*, just to the north of the farmhouse, but after crossing the main Broadway road there it is marked only by a long line of hedgerows with raised ground along the upper side, for the land here slopes to the east.

From Saintbury Hill it descends the escarpment directly, but along a convenient spur which eases the gradient somewhat, and at first it is now a sunken lane, due no doubt to water action. At the foot a new alignment, slightly west of north as at first, is taken up, and the present lane is a flat and wet green one though with much stone in it. Soon, near Weston Subedge, it comes into use again and so continues for 7 miles through Honeybourne to Bidford on Avon. This part of the road, though preserving the general alignment for a long distance, is in fact distinctly winding, and as it is generally raised 1-2 feet, presumably on the old *agger*, it seems possible that it was never quite accurately straight here. It bears the local name of Buckle Street, a name which is also applied to a north-south lane on the Cotswolds near Snowhill about a mile or more to the west of the Roman road in that part. Parish and county boundaries follow the road almost continuously from Springhill House to beyond Honeybourne.

The exact course across the Avon valley and through Bidford is doubtful, for the exact line is not taken up again by the present road until close to Wixford, 1½ miles beyond. The present road from Bidford lies slightly to the east and may still represent it, though as the direct line appears to be quite suitable on the ground it is the more probable route, and some hedgerows to the north of Bidford may mark it there.

From Wixford a narrow sunken lane continues on the line to the north, and is traceable to the crossing of the river Arrow just to the south of Alcester as a cart track beside a hedgerow with some remains of the *agger*.

For the continuation of Ryknild Street to Wall see 18b, p. 19.

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1. V.C.H. *Worcestershire*, 1, 212
2. Miss H. E. Donovan, *Bristol & Glos. A.S. Trans.*, 61, 128
3. Miss H. E. Donovan, *Cotteswold F.C. Proc.*, 26, 328
4. G. B. Grundy, *Soc. Ants. Proc.*, 26, 205



**56b. EATINGTON-STRATFORD UPON AVON-DROITWICH (25½ miles)<sup>1, 2</sup>**

The road, which is first traceable at Swalcliffe near Banbury (56a), crosses the Foss Way (5d) near Eatington, and continues in the same general alignment to Stratford upon Avon, the celebrated town which takes its name from this road. Though straight from point to point the road wanders considerably about the ideal line, but its approach into Stratford is straight and evidently somewhat raised, and a parish boundary follows it. The fine old bridge and High Street mark its course and then the Alcester road.

The course to Alcester is very direct and the road is often raised 1-2 feet as far as Red Hill, with a parish boundary along it for 1½ miles. At Oversley Hill, just before Alcester, the present road curves away to the north to avoid the hill, but the old course is very plainly marked by a line of hedgerows with a track or footpath, past the south side of Oversley Hill Farm, to Oversley Green. At the beginning of this line, alongside a wood, the old *agger* and its metalling can be clearly seen, about 21 feet wide and 1-2 feet high, diverging from the present road.

At Alcester the road must have curved slightly, as now, to avoid the river, and here it crossed Ryknild Street (18) at the site of the Roman town. It continued westward by the course of the narrow Seggs Lane, which commences in the angle between the Evesham and Birmingham roads. After half-a-mile this lane becomes derelict and the course onward is marked by a cart track and line of hedgerows, with at first the Spittle Brook running close alongside, for 2 miles to New End. It climbed to this high point by a hollow way, now some 15-20 feet deep and thickly overgrown, whose state clearly shows the reason for the abandonment of this section; the straight road north of it, over Alcester Heath, was evidently designed to take its place.

The next 1½ miles to Shernock is a straight road, and then at Shernock Court the present road seems to have been diverted to the north away from this fine old timbered house, but hedges may mark the original course, and just beyond we reach the beginning of the next main alignment that was laid through Freckenham to Droitwich. This is followed very closely by the present road to near Bradley, and then for 2 miles it has gone out of use. At first a hollow through a meadow marks it, and towards Mere Green hedgerows follow it; south of Hanbury it may have been joined by a branch from the north-west through Stoke Prior and Hanbury (569).

At Mere Green the present road follows it again and is straight and raised 1-2 feet, known here as the Salt Way. Near Hadzer House a canal comes close to it on the north and seems to have diverted it slightly from the true line, but the present



road resumes this as it enters Droitwich, where it joins the Birmingham-Worcester road (180).

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1. V.C.H. *Worcestershire*, 1, 212
2. V.C.H. *Warwickshire*, 1, 239

## 569. HANBURY-STOKE HEATH (4½ miles)

It seems likely that a branch led off from the Stratford-Droitwich road (56b) near Hanbury and ran north-westward to join the Droitwich-Birmingham road (180) at Stoke Heath, near Bromsgrove, forming thus a triangle of roads in this area. The very direct course followed by the present road, with local modifications on the hills, appears to mark it for practically the whole distance.

18b. RYKNILD STREET. ALCESTER-WALL (31 miles)<sup>1, 2, 3, 4</sup>

From Alcester the course of Ryknild Street is represented for 4½ miles by the Birmingham road through Studley, known locally as Haydon Way. It is somewhat winding as far as Coughton, but then becomes very straight to and through Studley and is generally raised 1-2 feet. At Washford the present road bends a little to the east, and this may well be an original feature to ease the crossing of the river Arrow there, after which the present road bends away eastward altogether and for the next mile to Ipsley the course is only represented by hedgerows.

The line now passes 1½ miles to the east of Redditch, as a rather narrow road which, however, maintains a good alignment. At Beoley it makes a slight change of direction to the east and in ½ mile back again, evidently to avoid some wet ground on the west. At a high point ¾ mile beyond Beoley Hall a new main alignment almost due north is begun, and this is very closely followed right up to Selly Park in Birmingham. For the first 2 miles here the road is now an extraordinarily narrow sunken lane only just wide enough to take a car of moderate size, although it has a good metalled surface as far as Weatheroak Hill, and it follows the alignment closely. Beyond the Hill this lane deteriorates and has been diverted to ease the climb up Swan Hill, where the old road can still be seen as an overgrown hollow way, but it soon improves again as a minor road through Forhill Ash and the next ½ mile to near Headley Heath is a fine straight road.

Near Headley Heath the present road bears off to the east slightly and traces of the old *agger* can still be seen as a low swelling across the fields to Seal's Green Farm, some 24 feet wide and a foot high. The outskirts of Birmingham at Walker



Heath now intervene and some traces of the road formerly seen here near Grimpits Farm<sup>5</sup> are now covered by new building, but a hedgerow marking the line can still be seen to a point where it would cross Parsons Hill (a road leading westward to King's Norton) about half-way down, though this will not remain for long. Then Broadmeadow Lane marks it down to Lifford, after which it is continued by Stinchley Street to within  $\frac{3}{4}$  mile of the point on the highest ground between the Bourne and the Bourne Brook near Selly Park where a change of the main alignment from west of north to east of north was probably made.<sup>6</sup>

This new alignment is sighted on high ground at King's Standing to the north of Birmingham, and it is fairly certain that the road passed straight through the city, going  $\frac{1}{4}$  mile to the east of the University and later on the line of Great Hampton Row, Wheeler Street, and part of Welhead Lane over the railway at Birchfield. It crossed the river Tame at Holford, formerly Oldford Farm, a little way to the east of the present bridge, and then the course of Aston Road North marks it for some distance through the suburb of King's Standing, though towards the north its course must lie a little to the east of the present road, passing to the east of the Parson & Clerk Inn.

Just beyond this inn the line enters the large wild area of Sutton Park, thus escaping at last from the houses.<sup>7, 8</sup> Immediately, the remains of the road appear in very fine condition and continue so for the entire  $1\frac{1}{2}$  miles through the park, except where somewhat disturbed by the golf course (Pl. I). The road was constructed as a large *agger* 30 feet wide and 2-3 feet high in the southern part of the park, though rather lower, 1-2 feet, in the northern part, and it is still preserved in almost perfect form. When excavated, the *agger* was found to have an earth core with a surfacing of coarse gravel and pebbles. It is bordered by small ditches spaced 60-63 feet apart, the normal width on roads of the second class, and with a flat space between the ditch and the edge of the *agger*.

The *agger* can still be seen clearly after it crosses the railway (at crossing gates which mark its position plainly), and through the lower ground until it passes out of the park just opposite the Streetly Methodist Church. It is extremely fortunate that these  $1\frac{1}{2}$  miles happen to lie just within the park which has thus protected the road from destruction under buildings.

Beyond the park the line is now taken up by a side road, called Roman Road, lined with rhododendron bushes and bordered by houses in large gardens, leading to Little Aston church, and the old road may well have been clearly seen here before the area was developed as a residential estate. It does not now appear at all raised. The line passes just to the east of the church, and the present road bends to the west through Little Aston, but soon resumes the line and follows it for another  $\frac{1}{2}$  mile. The road then bears away, but the line is continued by a cart track and hedgerow with remains of a low *agger* some 30 feet wide. For the next mile



the line lies close to a stream and its traces have thus no doubt foundered, but north of Shenstone Hall hedgerows mark it, and then for another  $\frac{1}{2}$  mile part of Ashcroft Lane follows it. When this bears away to the west through the hamlet of Chesterfield to Wall, the last  $\frac{1}{2}$  mile to the junction with Watling Street (1), just west of the railway by Lawton Grange Farm, is marked in part by hedgerows, but the point of junction is not now visible.

For the continuation of Ryknild Street to Derby see 18c, p. 38.

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1. V.C.H. *Worcestershire*, 1, 212
2. V.C.H. *Warwickshire*, 1, 239
3. V.C.H. *Staffordshire*, 1, 186
4. W. Stukeley, *Iter Curiosum*, 2, 21
5. G. Cadbury, *Birmingham A.S. Trans.*, 46, 21
6. B. Walker, *Birmingham A.S. Trans.*, 60, 42
7. *Gentlemen's Mag.* (1762), 402
8. *Gentlemen's Mag.* (1797) (i), 110

#### 180. BIRMINGHAM-GLOUCESTER ( $45\frac{1}{2}$ miles)<sup>1, 2</sup>

It seems clear that a direct road to Gloucester through Droitwich and Worcester branched from Ryknild Street (18b) to the south of Birmingham, near the alignment angle by Selly Park. Its course is at first represented by the main road through Bourneville and Longbridge, now a huge highway much of it with dual carriageways. This leads straight to the Lickey Hills at Rednal where the twisting road that climbs up to Lickey may be the original course designed to ease the climb.

For the next three miles to Bromsgrove the course is not yet proved, although traces of a raised road were reported near Lickey long ago in a position not now known.<sup>3</sup> If the line through Bromsgrove was continued to Lickey, as seems most likely, it would have gone through Lickey End, Yew Tree Farm, and Lickey Square on a line that is now very close to a stream, and this may be the reason why this part of the route was later abandoned. Where it joins the obvious road at Bromsgrove there certainly does seem to be a definite ridge along the east side of the stream just as the continuation of the line would run.

From Bromsgrove the present main road follows the line to and through Droitwich, except for a  $\frac{1}{2}$  mile at Stoke Heath where there is a short diversion; traces of a derelict hollow appear to mark the line down the hill in the original position. A branch to connect with the Droitwich-Stratford upon Avon road (56b) may have



led off here (569). The road on to Droitwich maintains the same general alignment though it appears to be somewhat winding.

Beyond Droitwich the road continues on the same alignment all the way to Worcester, and it is still in use for 3 miles to Martin Hussingtree where the present road to Worcester bears off to the west, and the course of the Roman road continues through Hindlip Park, on the east of Fernhill Heath, marked by a slight hollow and, farther on, by hedgerows which a parish boundary follows. After crossing the lane to Hindlip it is again in use as a minor road through Blackpole and on into Worcester by the Astwood Road.

The continuation of this road towards Gloucester is unmistakably indicated for 9 miles by an alignment of lanes, footpaths, and lines of hedgerows running slightly east of south and lying a mile or so to the east of the present main road. Though the continuity of these indications is clear evidence for the road, it must be admitted that there is little trace of construction and it is fortunate that the name Stratford occurring at the point  $3\frac{1}{2}$  miles north of Tewkesbury where the line rejoins the present main road provides further evidence.

The line of hedgerows first appears behind the old timbered farmhouse, Timberdine,  $1\frac{1}{4}$  miles to the south of Worcester, and is clear for most of the next mile to near Brook End, sometimes with a hollow beside the hedgerow, and then lanes follow it through Mapleton, east of Kempsey. A long line of hedgerows next marks it on the east of Kerswell Green, and then footpaths through the western edge of Croome D'Abitot park to Kinnersley, after which the traces are very fragmentary to near Naunton where hedgerows and lanes again mark it, gradually closing with the main road which is rejoined at the old farm of Stratford. From here to Tewkesbury the straight alignments of the road, often well raised by 2-3 feet, are very typical and seem designed to follow the high ground in the narrowing space between the Severn and Avon.

After Tewkesbury the road is quite clearly an adapted ridgeway for much of its course, which is cleverly designed to follow a very narrow ridge of high land, and it comes into Gloucester through the site of the earlier camp at Kingsholme where it connected with the road from the east, Ermin Street (41c). At Longford on this road, just before reaching the city, some traces of the earlier paving were formerly noted.<sup>4</sup>

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1. V.C.H. *Worcestershire*, I, 212
2. G. Cadbury, *Birmingham A.S. Trans.*, 46, 21
3. Treadway Nash, *History of Worcestershire*, 2, cvii
4. C. A. F. Berry, *Bristol & Glos. A.S. Trans.*, 68, 14



### (iii) Watling Street and Branches

#### 1g. WATLING STREET. HIGH CROSS-WALL (25½ miles) <sup>1, 2, 3</sup>

Up to its crossing with the Foss Way (5) at High Cross, Watling Street had been laid upon a north-westerly course, but at this point its direction is definitely shifted more to the west, and at first it follows another long alignment to west-north-west for 8 miles. Except for the crossing of some small streams the road is running over high ground all along here, with wide views especially to the south. It is very straight and generally raised by 1-2 feet except where somewhat sunken in climbing over hills.

At Stretton House, south of Hinckley, the road has evidently been diverted slightly eastward, away from the house to which a fine avenue leads, but after this it is again a magnificently straight road for long distances, usually raised by 1-2 feet and sometimes by 2-3 feet. Near Caldecote, just after crossing a railway, a slight but definite turn is made more to the westward, and this new alignment is followed rigidly for 7 miles through Atherstone to Dordon.

A mile beyond Caldecote a branch road to Leicester (57b) takes off to the north-east along the course of a minor road through Fenny Drayton, the point of junction having no obvious advantages except the proximity of a small Roman settlement, *Manduessedum*, through which Watling Street passes ½ mile beyond, just before the small river Anker is crossed. The village of Mancetter just to the south of the main road perpetuates the Roman name. County boundaries follow the road all the way from High Cross to Atherstone.

The main street of Atherstone follows the alignment closely, and at the north end, where the present main road makes a sharp bend to cross the railway, the old line can still be followed as a minor road passing under the railway and over the canal by awkward bridges which the present road avoids at the cost of sharp bends. Beyond Atherstone the road is again very straight, but not so noticeably raised, and just beyond Dordon, on a high point, the alignment is again changed to bear a little more westward.

At Dordon we enter the coal-mining district and the villages along the road are all considerably overgrown, but the road does, however, maintain its alignment well. Just before reaching Fazeley the river Tame is crossed, and short alignments lead down to the crossing from Two Gates on the east and up to Fazeley on the west, the main alignment being resumed beyond.

After passing Fazeley the country becomes more hilly and the road follows a switchback course, adhering closely to the alignment and therefore sometimes



sunken where it has to climb the hills. On crossing the shoulder of the highest ridge, at Hints, a turn is made more to the north, evidently to keep the road away from the valley of the Black Brook on the south which here comes very close to it, and the new line is closely followed for the remaining  $3\frac{1}{2}$  miles to Wall. Beyond the Lichfield-Weeford road Watling Street is now somewhat narrower for the next  $1\frac{1}{2}$  miles, but it is still distinctly raised. At the next cross-roads, with the Lichfield-Sutton Coldfield road, the old course of Watling Street is obstructed for  $\frac{1}{2}$  mile into Wall, perhaps when the north-south railway was constructed, for the present road through Wall now crosses this at right angles to join the Lichfield road just beyond. The old course is continued as a lane to Lawton Grange Farm, near the railway, and obvious traces of the scattered road metal form a wide stony belt along it past the north side of the farm. A few yards west of the railway the course of Ryknild Street (18) crosses the route and is represented towards the south by some field boundaries. Watling Street is not visible across the fields to the village of Wall,  $\frac{1}{4}$  mile on, and it changed direction again on the top of the hill just at the site of the settlement, *Letocetum*.

The Antonine Iter II follows this road all the way to Wroxeter (*Viroconium*), and in this section it divides the distance into two stages, *Venonae* to *Manduessedum*, 12 miles, and to *Letocetum*, 16 miles, which are in reasonably good agreement with the actual distances of 10 and  $15\frac{1}{2}$ .

For the continuation of Watling Street to Wroxeter see **rh**, p. 25.

#### REFERENCES

1. V.C.H. *Leicestershire*, 1, 208
2. V.C.H. *Staffordshire*, 1, 186
3. *J. Brit. Arch. Ass.*, 29 (Ser. 1), 288

#### 57b. LEICESTER-MANCETTER ( $16\frac{1}{4}$ miles)<sup>1, 2, 3</sup>

Leicester was connected to the west with Watling Street (1g) by a direct road, continuing the Gartree Road (57a) from the east, as described in Vol. I, and much of it can still be clearly traced. Its course out of the city is not clear, but from Dane Hill through Leicester Forest East the present main road may represent it, and from this place to King's Stand, near Desford, the road is raised 1-2 feet and runs in straight lengths. After this a straight alignment seems to have been closely followed for the rest of the way, though most of the route runs like a ridgeway on high ground with wide views. Past Desford Hall towards Peckleton it is lost, save for some hedgerow lines, but then the road to Kirby Mallory, now narrow and rather sunken, follows it. The grounds of Kirby Hall then block it, but a lane to



the west towards Stapleton follows it for a short distance and then some hedgerows mark it, with traces of the *agger* along the south side. Near Dadlington the road from Sutton Cheney comes on to the alignment, which is then well marked for the remaining  $4\frac{1}{2}$  miles to the junction with Watling Street. This road has wide verges in which some remains of the *agger* can be seen in places, and though distorted at some points it follows the alignment closely, but the village of Fenny Drayton seems to have been planted upon the line without any regard for its use, the streets running askew to it. The junction with Watling Street near Mancetter has no obvious advantage of position, but lies  $\frac{1}{2}$  mile to the east of the settlement of *Manduessedum*.

## REFERENCES

1. V.C.H. *Leicestershire*, 1, 208
2. Col. G. C. Bellairs, *J. Brit. Arch. Ass.*, 7 (N.S.), 271
3. Col. G. C. Bellairs, *Leicester Archit. & A.S. Trans.*, 7, 357

11. WATLING STREET. WALL-WROXETER ( $33\frac{3}{4}$  miles)<sup>1</sup>

The small settlement, *Letocetum*, occupied a site on the top of a little hill at Wall, about  $\frac{1}{4}$  mile west of the road junction with Ryknild Street. From it Watling Street continued upon a due westerly course which is very rigidly followed for  $4\frac{1}{2}$  miles to Brownhills Common by the present road, and it is raised 1-2 feet generally. A parish boundary accompanies it for the first mile. The road is here crossing the rather desolate heath land of Cannock Chase, now rendered even more desolate by the coal-mining which is so evident on all sides. At the highest point of the Common a change of alignment is made to west-north-west, and this is again closely followed for  $4\frac{1}{2}$  miles to a point just beyond Cannock, though the road does not appear to be raised in those parts that are still relatively undisturbed by buildings or industry.

Beyond Cannock the country becomes more hilly, and it seems likely that this alignment was directed to high ground just south of Hatherton, but, in order to avoid unnecessary climbing, two slight turns were made at Longford House, just beyond Cannock, and at Oak Farm a mile farther on. The second turn takes the road on a more westerly course for the next  $2\frac{1}{2}$  miles to high ground just beyond the Stafford-Wolverhampton road, and is very closely followed, generally well raised by 1-2 feet.

Here another turn occurs, on Gailey Hill, and the road enters upon a very long alignment of  $15\frac{1}{2}$  miles, just due west, which is very rigidly followed, uphill and down, through Oakengates to Wellington. Along the frontage of Weston Park the road is raised about 2 feet, and in some places where it crosses low ground it



is raised very much more, possibly as a result of much later improvements in the turnpike period.

Just beyond Gailey Hill a small settlement existed, and from it a branch road (19) took off north-westward through Stretton, to provide a direct route to Chester from Watling Street without the need to go via Wroxeter.

Beyond Weston Park the road runs under an oak avenue for some distance, and then descends to lower ground across which the road is well raised, by 2-3 feet. It then climbs again, the alignment being rigidly followed throughout, but on reaching Oakengates it has to descend steeply to cross the valley, which it probably did by zig-zags much as the present road does. Parish boundaries follow the road almost continuously from Gailey Hill.

The construction of the road was observed in Oakengates during sewer work near the school at Harts Hill.<sup>2</sup> It was here built upon a foundation of logs, laid diagonally and 4 feet apart, having a diameter of 8-12 inches each, upon which was a layer of vegetable material consisting of leaves, twigs, and moss, with clay, and on this rested a layer of pieces of rock or sandstone, 9-12 inches thick, which probably formed the base for the road surface.

Although the hilly country causes some minor bends, the alignment is still closely followed for a further 2 miles through Ketley to the outskirts of Wellington. This immensely long alignment must often have seemed a heavy trial coming as it does towards the end of the long journey across Britain.

Through Wellington the road followed short alignments to suit the ground, partly along an older road just north of the present main road, and then it straightened again for  $2\frac{1}{4}$  miles, almost due west, to Overley Hill. The present road turns away to the north to avoid this hill, but the original course is clearly visible on the ground as a slight ridge across the arable fields, and then by a line of hedgerows, accompanied by parish boundaries, with traces of the *agger*, pointing to the prominently placed buildings on the hill. On the top another turn is made, this time to the west-south-west, and so we enter on the final alignment of Watling Street which in 3 miles takes the road to its destination at the Roman town in Wroxeter (*Viroconium*). For the first mile hedgerows, followed by parish boundaries, and with traces of the *agger*, mark it past Uppington, and then for a mile the main road follows it again to Uckington. The last  $\frac{3}{4}$  mile is now a narrow, rather sunken, lane which winds somewhat and shows traces of the *agger* within the bends. The road joins the direct southern road from Chester (6a) just at the outskirts of *Viroconium*.

The *Iter II* in following this road divides the distance into three stages: *Letocetum* to *Pennocrucium*, 12 miles, to *Uxacona*, 12, and to *Viroconium*, 11, which are in good agreement with the actual distances of  $12\frac{3}{4}$ ,  $12\frac{1}{2}$ , and  $8\frac{1}{2}$  miles. *Pennocrucium* is evidently to be identified with the settlement near Stretton Mill at the junction with road 19, and the village of Penkridge nearby may include some tradition of



the old name, as does Mancetter farther to the east. *Uxacona* must be placed at Oakengates and these names may also bear a similar relation.

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1. W. Molyneux, *J. Brit. Arch. Ass.*, 29 (Ser. 1), 288
2. H. E. Forrest, *Shropshire A. & N.H.S. Trans.*, 49, 88

19. STRETTON-WHITCHURCH ( $27\frac{1}{2}$  miles)<sup>1, 2</sup>

This road was evidently constructed in order to cut off the unnecessary mileage in reaching Chester from the south by way of Wroxeter. It took off from the main route of Watling Street (11h) at the Roman settlement near Stretton Mill, and is almost certainly represented by the line of the lane from the mill up to Stretton village where the main alignment begins. Probably the course of the stream near the mill has shifted somewhat and the two roads no doubt shared the same bridge there.

From Stretton the road runs very straight, though narrow and not raised, to near Lapley where it becomes even narrower and somewhat winding for the next  $1\frac{1}{2}$  miles. Then the present road bears away eastward, but the alignment is clearly marked across the fields by a fine *agger*, 30 feet wide and 1 foot high, which can be seen going right on till the canal and an airfield intervene.

After an interval of 2 miles the same line is again indicated by hedgerows and a short piece of rough lane, heavily metalled, just to the north-east of High Onn. This is continued by a footpath to a point 50 yards east of a crossroads near Goosemoor,  $\frac{1}{2}$  mile farther on, and just beyond this the *agger* appears very plainly in a field between some farm buildings and a wood, as a cambered bank some 36 feet wide and a foot high, with traces of the ditches beside it. Hedgerows continue to mark it at intervals, and it passes just to the west of the hamlet of Beffcote. In another  $\frac{3}{4}$  mile the lane from David's Pits Covert to New Guild comes on to the line for  $\frac{1}{2}$  mile, though it is not at all raised. After a short break at New Guild this lane resumes the line almost up to Sutton where faint traces of the *agger* appear in the fields just east of the village.

After a gap of a mile past Fernhill (a very large farmhouse standing prominently on an isolated hill which the road must have passed on the east), the line is taken up by a straight road for 2 miles past Whitleyford Bridge almost to Ellerton, accompanied throughout by county and parish boundaries. The road is slightly raised and follows the alignment closely. Just before Ellerton the road bears away, but a flat green lane continues on the alignment right up to the grounds of



Ellerton Hall whose drive continues it to the north-west, and then another lane carries it on to Ellerton Green and Ashfields, on the outskirts of Hinstock.

To this point the road appears to have been laid on a single alignment from Stretton, followed very closely. It is now on higher ground, and at Ashfields it bears a little to the west, followed by a lane and then a hedgerow. At the north end of Hinstock it turns more to the north again, and is then followed by the main road, known here as The Longford, for  $6\frac{1}{2}$  miles through Tern Hill and Bletchley. The route of this road lies high and it makes several slight changes of direction though the north-westerly course is maintained. It is generally raised quite distinctly, by 1-2 feet, and runs in typically straight lengths south and north of Tern Hill with bends at the steep drop to the river crossing. Parish boundaries follow it for most of the way.

North of Bletchley the road has to follow the curves of some little hills, and then the modern road leaves the line, which is marked at intervals by short lengths of tracks and hedgerows, as south of Hightrees and at the entrance to Lower Kempley, and again at Heath Farm where the *agger* appears very clearly, 18 feet wide and 1 foot high. Hedgerows mark it near Twenlows Hall, and then the last  $\frac{1}{2}$  mile is still in use as a road on Prees Heath to its junction with the Chester-Wroxeter road (6a) at Heath Cottage,  $1\frac{1}{2}$  miles south of Whitchurch. The junction occurs just to the north of the point where that road makes a turn from south-east to south, and it seems clear that road 19 was the later of the two, designed to meet the other near this turn.

#### REFERENCES

1. V.C.H. *Staffordshire*, 1, 186
2. W. Molyneux, *J. Brit. Arch. Ass.*, 29 (Ser. 1), 288

190. PENNOCRUCIUM (near Stretton)-FEATHERSTONE ( $4\frac{1}{2}$  miles)<sup>1</sup>

191. PENNOCRUCIUM-PENDEFORD HALL ( $4\frac{1}{2}$  miles)<sup>1</sup>

The Roman settlement of *Pennocrucium*, from which the name of Penkridge is perhaps derived, was situated on Watling Street (1h)  $\frac{1}{2}$  mile to the west of the point where the Stafford-Wolverhampton road crosses it. From this place the direct road to Chester (19) branched off to the north-west through Stretton. Recently, the study of air photographs has drawn attention to two other roads leading from the settlement to the south-east (190) and south (191).

Both appear to have issued from the south gate, but are not visible on the ground for the first  $\frac{1}{4}$  mile. Then the south-east road is marked by hedgerows, with traces of the *agger* and stone, on an alignment through Crateford, Standeford, and Slade



Heath to Featherstone. Beyond Slade Heath the hedge has been grubbed up and the remains of the metalling can still be seen across the arable under suitable conditions. After this the route becomes obliterated by the outskirts of Wolverhampton.

At Clay Gates,  $\frac{1}{4}$  mile south of *Pennocrucium*, the bend north-westward of the present road, and hedges beyond, suggest that this road may also have continued more to the north-west as part of the alignment of road 19 through Stretton, thus crossing Watling Street (1h) diagonally.

The southward road (191) is not visible until it has crossed the river Penk south of Somerford Hall. Then hedges and traces of the metalling mark it through the fields of Brewood Park Farm, recrossing the Penk and being very clearly visible beyond it along the course of a grubbed-up hedgerow marked by a line of trees. It crosses the road south from Coven, and follows it for a few yards, just at the point where the electricity pylon line also crosses. Then a short length of road past Pendeford Hall, and a lane, mark it to the outskirts of Wolverhampton.

#### REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.).

#### 192. GREENSFORGE (NEAR STOURBRIDGE)—DROITWICH (15 $\frac{3}{4}$ miles)<sup>1</sup>

The course of this road is well marked for considerable distances by roads and old lanes, with parish and county boundaries, but it seems only recently to have been noticed, perhaps by reason of the discovery of the Roman camp at Greensforge which straddles the road north-eastward on the high ground east of the canal.

From Greensforge the route runs slightly east of south passing just to the west of Wollaston and Stourbridge, and it is very cleverly adapted to the ground, taking advantage where possible of the abrupt little sand ridges. Past Wollaston it is marked by a hedgerow and track which rises on to the sand ridge by a terrace and joins the county boundary on the summit of the ridge at the point where a modern road leading from Stourbridge to Kinver crosses it in a cutting. The boundary at first follows a hedgerow along the summit, and then lanes carry it on to near Stakenbridge. After a short interval to Yieldingtree, another lane continues the line for  $\frac{1}{4}$  mile, with an old hollow marking the earlier route at the farm. Then there is a gap of 5 miles past Chaddesley Corbett to a point  $\frac{1}{2}$  mile north of Elmbridge where the course is resumed, almost due south, for nearly all the rest of the way to Droitwich by the present road, a line cleverly suited to the somewhat hilly



ground. It joins the main Birmingham-Worcester Roman road (180) just before the river crossing at Droitwich.

#### REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.).

### (iv) Chester and Cheshire

#### 6a. WATLING STREET (WEST). CHESTER-WROXETER (38½ miles)<sup>1, 2, 3</sup>

The main arterial highway of Watling Street (1) was clearly directed north-westward across England, from the Channel ports of East Kent to London and thence through *Verulamium* and the Midlands to Wroxeter (*Viroconium*). But another important road, also called Watling Street, passes through Wroxeter from north to south, and this, the road we are now to follow, was the base road for the military operations against Wales, connecting the main legionary fortresses at Chester and Caerleon, to the north and south of the area. This road should not be considered as a part of the main Watling Street (1), and it will, therefore, be convenient to add the suffix (West) as a distinction.

Leaving Chester by the continuation of Bridge Street through the later Bridge Gate, the road crossed the river Dee by a bridge, on or near the site of the present one, and followed the line of the present road to Eccleston and Eaton Hall which is very direct. The exact course at the south end of the bridge is uncertain, but the most probable one seems to be that of the present road.<sup>4</sup>

At Heronbridge,<sup>5, 6</sup> a mile farther on, the old surface lies just to the east of the present road, and when excavated here the road was found to consist of a double layer of cobbles resting on sandstone. At Green Bank, on Eaton Road, it was composed of a layer of boulder stones set in hard clay with a coarse gravel layer above that had served as a base for a flagged pavement now removed. At Stonehouse, nearer to Chester, the road was more perfect, being covered with stone flags of a size 18 × 12 × 8 in. thick.

A further excavation of the road near Heronbridge disclosed a more elaborate construction; the road was made up on a layer of cobbles, two deep, with a layer of gravel 10-15 inches thick above, between two stone kerbs, the extreme width including these being 30 feet 9 inches. On the east side of this was another metalled layer, of sandstone with cobbles, 9 feet wide, with a ditch 15 feet wide beyond it, perhaps an earlier surface.

The alignment from Chester was continued right through Eaton Hall Park,



where it crosses the Dee again to the north of Aldford church.<sup>7</sup> South of the river it is marked by a track between two rows of old thorn trees up to the south side of the Norman castle motte close to the church. The road appears as a terrace just south, and independent of, the motte's earthworks, and then as a large *agger* running up to the churchyard.

At the church, which is on relatively high ground, a change of alignment to south-south-east was made, and this is clearly marked at first, after leaving the village, by a line of hedgerows with old oaks on it, and with traces of the *agger*, and then by a green lane continued by more hedgerows with clear remains of an *agger*, some 24 feet wide and a foot high. This is well seen where the Churton-Coddington road, Edgerley Lane, crosses it, and makes two sharp turns in doing so. To the south the *agger* lies mainly to the east of the hedge; to the north it can be seen behind the white railings at the turn, and then going north on the west of the hedgerow, but with another row of trees on its western side, indicating that this was once an enclosed lane. The hedgerow line continues for some distance towards the south, nearly to the Farndon-Barton road, and a parish boundary follows it.

In another  $\frac{3}{4}$  mile it reaches Stretton Hall, whose modern drive is on the alignment, and then, after another slight turn to south-east, the course is taken up for  $\frac{1}{2}$  miles by the road through Tilston and Malpas. Though somewhat winding for the first mile, this road follows the new line closely from Tilston to and through Malpas. At Kidnall Hill the present road makes a detour to ease the hill, but the old road is still there though rather sunken and rough. The road does not anywhere appear to be raised and is often much sunken.

Just beyond Malpas the straight road ends, and the present road makes some sharp bends eastward to cross a deep little valley. To the south it straightens again, but south of Agden Hall a line of hedgerows seems to mark it to the point where the road comes on to this line at a sharp double bend near Grindleybrook, and then the road through this hamlet to Brooklands, on the outskirts of Whitchurch, probably marks the continuation. From the town southwards, the present straight road to Whitchurch Heath is on the new alignment, a little more to the south, and then at the Heath the road forked, the main route to Wroxeter continuing on a new alignment southward over Prees Heath, while a branch road (19) ran south-eastward to give a direct link with the main Watling Street (1) for traffic to the Midlands and London.

From the fork the road proceeds almost due south, very straight over Prees Heath and well raised, by 1-2 feet, with a wide hollow along the west side. At Prees the present road curves a little to the west to avoid the hill, and a line of hedgerows leading up towards the church may well mark the original course, altered later to avoid the top of the hill. The same line is followed generally for 2 miles beyond



the village by other roads, although they curve a good deal. After an interval of a mile, the main road through the hills near Lee Brockhurst to Moston is on this line, and the name Holloway may refer to an old sunk road through the gap in the hills at this point.

It was in the valley at Moston, on this line, that the two four-sided stone shafts, apparently portions of Roman milestones, were found in 1812.<sup>8</sup> A road, 9 feet wide, was also traced during the draining of the moor there, running north and south.

The river Roden was probably crossed close to Harcourt Mill, and a hedgerow may mark the commencement of the course towards Morton Corbet, and then the road to Shawbury and on to Poynton Grange, the alignment changing very slightly to the east of south at Shawbury. Where the road now turns off to Poynton Green a hedgerow with slight traces of an *agger* continue on the line, which passes just along the west side of the large area of glass-houses at Roden. A section excavated here showed a gravel road 9-12 inches thick and 20 feet wide, buried at a depth of 18 inches.<sup>9</sup>

Field boundaries and lanes continue to mark it onwards, passing  $\frac{1}{2}$  mile to the west of Withington. About a mile to the south of Roden it makes another slight turn almost back to due south, and here it bears the name Drury Lane. Parish boundaries mark it to the south of Withington as far as the river Tern, but its course is mostly undefined here through the large fields. Beyond the river an airfield on Uckington Heath has destroyed all traces, but the last mile, through Norton, to Wroxeter is still in use as a road. Watling Street (1h) joins it just as the road is entering the town area of *Viroconium*.

For the continuation of this road to the south of Wroxeter, see 6b, p. 50.

The Antonine *Iter II* appears to have followed this road, though there are difficulties of identification and of distances over the stages to *Mediolanum* and *Rutunium* which are considered in the Appendix, p. 249.

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2. W. T. Watkin, *Roman Cheshire* (1886), 47
3. Miss M. V. Taylor, *Arch. Cambr.*, 56, 10, 459
4. *Chester & N. Wales A. & Hist. S.J.*, 27 (N.S.), 150
5. *Chester & N. Wales A. & Hist. S.J.*, 27 (N.S.), 184
6. W. J. Williams, *Chester & N. Wales A. & Hist. S.J.*, 30 (N.S.), 50
7. G. Ormerod, *History of Cheshire* (1882), 2, 584
8. W. T. Watkin, *Shropshire A. & N.H.S. Trans.*, 2 (Ser. 1), 323
9. H. E. Forrest, *Shropshire A. & N.H.S. Trans.*, 49, 92



670. CHESTER—THE WIRRAL (RABY) (10 miles)<sup>1</sup>

It is clear that a road ran north-westward from Chester up the spine of the Wirral peninsula. Its course is not certainly known for some miles, but at first the main Hoylake road may generally represent it as far as Mollington, as also lanes and foot-paths on past Capenhurst to Ledsham. At this point the course becomes certain, for it is followed by minor roads and lanes for 3 miles to Street Hey, east of Willaston. At one point, by The Oaks, Ledsham, a bank and line of old trees mark it across a field to rejoin the lane beyond. North of Street Hey it is followed by hedgerows to Rabyhouse Farm, where a lane continues it for a further  $\frac{1}{2}$  mile, passing 1 mile east of Raby village, but here it is lost.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.).

7a. CHESTER—MANCHESTER (34 $\frac{3}{4}$  miles)<sup>1-5</sup>

The principal Roman road from Chester to the north, for Carlisle and the frontier, seems first to have gone eastward to Manchester before turning to the north. Leaving the east gate of the fort it ran slightly north of east and is represented by the present streets, Foregate Street, Boughton, and Tarvin Road, and then by the road over Stamford Heath to Stamford Bridge, which is a fine straight highway and slightly raised. Then the present road curves southward, but the same line is continued by a long hedgerow and footpath with a parish boundary along it, and then by a slight ridge through the fields to Salters Bridge, where the present road rejoins it but soon goes slightly north of the line, which then runs through the fields between Street Farm and the road.

Just before reaching Kelsall the line recrosses the road, and a hedgerow marks it up to the north side of the village. Here the older main road, now a quiet street, probably marks the course to a point near the old smithy at its eastern end. Then the course is uncertain for half a mile, but must lie a little to the north of the present road, for upon reaching the curiously narrow surviving strip of Delamere Forest on Kelsall Hill the old road suddenly becomes quite clear. It appears first as a hollow way, but as it emerges from the far side of the forest strip it is a large *agger* some 40 feet wide, upon the hillside, becoming a terraceway a little farther on.

At the point where it was first seen there are in fact two diverging hollow ways and both have been thought to be Roman. From the style of the road we are fol-



lowing as it emerges from the forest, it seems more likely that it was a raised road for the most part, and it has the appearance of an *agger* along the southern side of the hollow within the forest. In that case, the hollow was probably the roadside ditch, used subsequently as a cart track, and thus acquiring the rutted marks which were earlier observed there. The other hollow, leading more to the south-east, is more probably an earlier course of the modern road, though an older origin for it cannot be entirely ruled out.

After this, the road is traceable for some distance, round the shoulder of Eddisbury Hill, mainly as a terrace and in places as a faint ridge in the fields, just below the field boundary on the hillside. It is particularly clear where it approaches the lane leading up to The Old Pale as an *agger* some 40 feet wide about 50 yards below the field boundary. It is also clear again just after crossing the next north-south road leading to Delamere station. This course would take it to rejoin the present main road at the angle near Crabtree Green crossroads, where traces were earlier observed in the fields, but are not now visible. Then the course of the present road is very straight as far as Sandiway,  $1\frac{1}{2}$  miles on. Here the road seems to have turned a little to the north-east on a high point, and so into Northwich, though the road is now somewhat winding.

After Northwich the road runs straight again to the north-east through a great industrial area of salt-works which now completely obscure an important road junction at the former hamlet of Over Street,  $1\frac{1}{2}$  miles east of Northwich. Here a road from the south-east (70a), through Sandbach and Middlewich, crossed on its way to Warrington and the north. The alignment from Northwich was apparently sited so as to cross the Wincham Brook at a convenient point just above the confluence of its two tributaries, the Peover Eye and Smoker Brook, for on reaching the first the road turns more to the north, and again at the second. Then  $1\frac{1}{2}$  miles farther on, near Tabley, it turns yet again, and the direction becomes nearly due north for a few miles, so that it is from this point that the road really begins to take its northward course. The turns are quite abrupt and between them the road runs in typically straight lengths, often somewhat raised, but the road itself has been so much altered into a broad highway that little of its ancient form can be traced.

After  $3\frac{1}{2}$  miles the road makes a turn to the north-east at Bucklow Hill, north of Mere, and this alignment was followed right into Manchester. The line is that of the present road to near Bowdon, with a parish boundary along it, but near Dunham Park this road diverges slightly to the east and the course of the old road has been traced within the park. It seems clear that the course a little farther north is that of a footpath, on a somewhat raised strip which crosses the valley at Old-field, Altrincham, for this is in line with the main road beyond, and also into Dunham Park to the south-west, a little to the west of the present roads Gorsey Lane and Highgate Road. Beyond the footpath, at Broadheath station, the line is con-



tinued by a short side-street, Davenport Road, and then the main road carries it on through Sale and Stretford into Manchester.

The Antonine Iter *II* follows this road and includes an intermediate station, *Condate*, which must have been at the junction with road 70a at Over Street, east of Northwich. The stages are given as 20 and 18 miles, in excellent agreement with the actual distances of 18½ and 18.

For the continuation of this road north of Manchester, see 7b, p. 102.

#### REFERENCES

1. W. T. Watkin, *Roman Cheshire* (1886), 26
2. J. Robson, *Chester Archæol. A. & Hist. S.J.*, 3 (N.S.), 183
3. J. Robson, *Lancs. & Ches. A.S. Proc.*, 3, 70
4. E. Kirk, *Lancs. & Ches. A.S. Proc.*, 3, 111
5. Miss M. V. Taylor, *Arch. Cambr.*, 56, 10, 439

#### 70a. KING STREET. SANDBACH-WARRINGTON (WILDERSPOOL) (18 miles)<sup>1, 2</sup>

The first certain traces of this road are seen at Elworth to the west of Sandbach, as a ridge in a field almost parallel with and east of the present road, Booth Lane. It is uncertain what the actual course was to the south-east, though from its general direction it is probable that the road was designed to reach the Roman settlement at Chesterton, near Newcastle under Lyme, and may have done so by the route of the present road from Sandbach to Rode Heath, near Alsager, which follows high ground and is very direct.

Northward from Elworth the present road follows the alignment for a mile, but then the canal works and industrial development cover it to and through Middlewich, where it would have crossed a north-eastward road from Nantwich (700). It must have passed a little to the west of the Roman settlement at Kinder-ton near this road junction.

From this point northward the road runs dead straight for 4 miles to Broken Cross near Over Street on the east side of Northwich. It is a fine and typical example of a Roman road in this section, raised 2-3 feet generally, and it bears the traditional name of King Street, sometimes appearing in a corrupted form as Kind Street. Parish boundaries follow it in some places.

From the junction at Over Street the road continued north-westward through Wincham, but all is obliterated here by the salt-works. From the northernmost of these works a hedgerow probably marks it up to Marston church, ½ mile east of the village, and from Marston Hall another descends the steep hillside to join the angle of the present road south of Great Budworth. This road then runs pretty



directly to Frandley and Stretton, though it is not rigidly straight. A curve just before Frandley is probably a diversion, though no trace can be seen on the direct line. Slight changes of direction more to the north occur at Frandley and at Lower Stretton, so that from this point the road is running only just west of north.

Stretton Church is almost upon the line, and from it for the next  $\frac{1}{2}$  mile a hedge-row and footpath mark the course approximately, though the road was traced, 18 feet wide and parallel to the path there.<sup>3</sup> The present road lies farther to the west and then curves on to it at Stork House, continuing on it for the next  $\frac{3}{4}$  mile. Remains of the road were earlier noted on Appleton Hill, on the east side of the present road, 19½ feet wide. The road continued straight on to a Roman settlement a little to the west of the present bridge at Wilderspool.<sup>4-8</sup>

It is probable that Iter X follows this road southward from Over Street, if, as is likely, *Condate* is to be placed there and *Mediolanum*, the next station, 19 miles on, at Chesterton, for the actual distance is 19½ miles.

For the continuation of this road to Wigan see 70b, p. 99.

#### REFERENCES

1. W. T. Watkin, *Roman Cheshire* (1886), 43
2. Miss M. V. Taylor, *Arch. Cambr.* S6, 10, 439
3. J. Robson, *Lancs. & Ches. A.S. Proc.*, 3, 77
4. W. T. Watkin, *Roman Cheshire* (1886), 63
5. J. Robson, *Chester Archit. A. & Hist. S.J.*, 3 (N.S.), 190
6. J. Kendrick, *Chester Archit. A. & Hist. S.J.*, 3 (N.S.), 193
7. Rev. A. Hume, *Lancs. & Ches. Hist. S. Proc.*, 2, 27
8. T. May, *Lancs. & Ches. Hist. S. Proc.*, 48, 1

#### 700. NANTWICH-MIDDLEWICH-PEOVER (11½ miles)<sup>1</sup>

A well-established road has been traced on a single north-eastward alignment through Middlewich, where it crossed the northern road (70a) at the little Roman settlement at Kinderton. It is probable that it continued to the south-west beyond Nantwich, but no traces of it have been found there. The first definite remains of it occur at Wood Farm, Worleston, to the west of Crewe, where a hedgerow follows it, with traces of a slight *agger* some 24 feet wide. Then it appears as a line of grubbed-up hedgerows, now marked only by trees and a slight ridge, across the fields from Leighton Hall to Bradfield Green, and north of this the main road comes on to its line for  $\frac{1}{2}$  mile.

Traces of its metalling have been found across the fields at Red Hall near Bradfield Green, composed of gravel, 15 feet wide and 18 inches thick, as hard as concrete. It is marked by hedgerows near Park Hall and at Occlestone Green, where a



slight *agger* can be seen by the hedge as it passes behind the farmhouse at the Green, and then the modern road runs on it for a few yards, after which the approach road to Field Farm follows it. Beyond the stream Sutton Lane continues the line up to Middlewich, where it would cross the northern road (70a), though the course of this is not quite clear through Middlewich. Both roads presumably met near Kinderton Hall, just outside the town on the north-east, where the Roman settlement was situated.

Beyond this, from Byley to Bradshaw House in Lower Peover, the direction of the road follows the same alignment as that before Middlewich for a further 3 miles, though it is somewhat distorted by enclosures at some points. To the south-west of Byley it probably continued direct through the fields to Kinderton and not as the present road goes. Its continuation north-eastward is unknown beyond Bradshaw House.

#### REFERENCE

1. W. T. Watkin, *Roman Cheshire* (1886), 68

#### 701. CHESTER-WARRINGTON (WILDERSPOOL) (18 miles) <sup>1, 2, 3</sup>

A road has been traced north-eastward from Chester to give a direct connection to the northern road through Warrington (70b) at the Roman settlement at Wilderspool. Traces of it were found at the junction of Birkenhead Road and Parkside Road in Chester and from there it probably went by Brook Lane to Hoole Bank. The road onward towards Bridge Trafford (= S-tratford?) is part of it, and where this runs slightly beside the old line the *agger* can be seen at a few points.

After this it must be said that the road through Dunham, Helsby, and Frodsham is far from straight until Preston is reached, but the course of the existing roads is probably near the earlier line. Such a road must needs have rounded the precipitous hills behind Helsby and Frodsham, and the *older* roads in each case climb higher up the hillsides in doing so than the present main road does, by the Old Chester Road and Robin Hood Lane at Helsby, and by Howey Lane and Church Lane at Frodsham, which thus no doubt represent the earlier course.

After Preston Brook the country is easier, and the road straightens through Daresbury and Walton, but it is so much widened that no traces of its earlier form remain, and then the streets of Wilderspool cover all ancient traces.

#### REFERENCES

1. W. T. Watkin, *Roman Cheshire* (1886), 55
2. J. Robson, *Chester Archit. A. & Hist. S.J.*, 3 (N.S.), 183
3. Miss M. V. Taylor, *Arch. Cambr.* 56, 10, 439



## (v) Ryknild Street (North) and Branches

18c. RYKNILD STREET. WALL-DERBY (LITTLE CHESTER) ( $24\frac{1}{2}$  miles)<sup>1-5</sup>

From the crossing with Watling Street (1) Ryknild Street was laid upon a new alignment, more to the north-east, and this was closely followed for the entire length of this section. The alignment was evidently sighted from high ground at Knowle Farm, 1 mile to the north, as there is a slight bend at that point. No trace of the road is visible in the field west of the railway at Lawton Grange where the roads cross, but the course to the north-east after it crosses the modern road east of Wall, and then the railway, is clearly marked by a ridge beside a line of trees until this reaches the main Birmingham-Lichfield road. After crossing this, the old road remains in use as a by-road to Streethay, passing a mile to the east of Lichfield and crossing quite a surprising number of roads leading into that town. The road is now very narrow, and much of it is deeply sunken between high banks which may represent the remains of the *agger*, but it keeps to the alignment very closely. Telephone poles of quite unusual height overshadow it and seem to emphasize its narrowness.

From Streethay the main road follows the alignment to the outskirts of Derby, save for a few local diversions, and is a fine highway, very straight and well raised, generally by 1-2 feet at first, and then more noticeably, by 2-3 feet, beyond Alrewas, perhaps because it is there passing over low ground near the river Trent, which is crossed by a number of bridges, the Wychnor Bridges, just beyond Alrewas.

Near Branston, on the outskirts of Burton upon Trent, the present road curves a little to the west, to keep away from the river, and it is possible that this may be an original modification for that reason. The old line is now lost at the entrance to Burton, where the present road swings to the east, but it may be represented for a short distance from the north end of Branston by the course of Clays Lane, and then, after a short gap, by Wellington Street in Burton, and by Derby Street till this joins the main road again, which then follows the alignment onwards.

At Stretton the river Dove had to be crossed near its junction with the Trent, and the present road curves westward in doing so, but it is likely that the old road made a direct crossing which has long since been destroyed by the rivers, and by the works for the canal which also crosses there.

Then the modern road runs very straight all the way to Littleover, on the outskirts of Derby, and is very noticeably raised, by 2-3 feet, a fine example of a Roman road still in use. Parish boundaries follow it for 3 miles near Findern. The Roman



site for which the road was making lay at Little Chester on the northern edge of Derby, a mile to the north of its centre, and to this the road was closely directed. Thus it seems probable that it crossed the river Derwent close to the site, rather than at or near the present St Mary's Bridge in the centre of the town. Bridging this river would have given no difficulty, and the site of the fort lay on relatively low ground just beyond the point where a direct crossing on the alignment would have taken the road. In support of this line north-east of Littleover is the fact that part of Uttoxeter Old Road also follows it, after an interval of a mile, and then approximately the course of Nun Street and Kedleston Street.

It is probable that the western road from Stoke on Trent (181) joined this road just before reaching the bridge and made joint use of the crossing.

## REFERENCES

1. V.C.H. *Staffordshire*, 1, 186
2. V.C.H. *Derbyshire*, 1, 243
3. W. Stukeley, *Iter Curiosum*, 2, 21
4. S. Pegge, *Roman Roads through the country of the Coritani*, 5
5. W. T. Watkin, *Derby A. & N.H.S.J.*, 8, 206

#### 18d. RYKNILD STREET. DERBY (LITTLE CHESTER)—CHESTERFIELD (21½ miles)<sup>1, 2, 3</sup>

The course of the road is well marked beyond Breadsall, 1½ miles from the site at Little Chester, but the intervening length has not yet been ascertained. A road to the east of the camp has been proved from the Mansfield Road to the racecourse, 12 feet wide, composed of a layer of boulders 10½ inches thick with a 3-inch surfacing of smooth gravel.<sup>4</sup> This may be the commencement of the south-eastern road to Sawley (182), but it is considered that a footpath running northward from it past the hospital may represent the first part of this section of Ryknild Street, and that may be so though it has yet to be proved.

From Breadsall the present road past the Priory represents the course, and it is a straight switchback road of Roman character that makes no concessions to the increasingly difficult contours. Towards Morley Moor Farm, beyond the Priory, the old road continued on the same line to the top of the hill at Brackley Gate, and this took it across the fields east of the present road where it was formerly very visible, but is not so now, though at the top of the hill a shaw covers the remains of a slight *agger* and has preserved it there.

A section was examined to the south of Morley Moor,<sup>5</sup> and the road was found to have a foundation of large irregular sandstone blocks 6 inches thick and 1-2 feet square, laid for a width of 18 feet 10 inches. Upon this was a layer of small



pieces of sandstone 4-6 inches across, with a surfacing of small stones and gravel 3-4 inches thick.

At another point  $\frac{1}{2}$  mile to the north of the farm, on Marks Hill, there was a 4 $\frac{1}{2}$ -inch layer of gravel resting upon sandstone pitching, to a width of about 18 feet and showing a slightly cambered surface.

On the hill-top, where it crosses the east-west road at Brackley Gate, the alignment changes from east of north to almost due north, and the new line is then closely followed for 4 $\frac{3}{4}$  miles to another hill-top on the Heage-Ripley road. It is marked at first by a slight hollow beside a hedgerow and then by other hedgerows, with intervals near Horsley Lodge where there is now no trace. Where it crosses the present road at Horsley Woodhouse it used to be clearly visible, but the frontages of this road are now all built up. There is, however, a distinct trace of its course upon the north side, where a line of hedgerows comes up to the back of the houses and is continued right to the frontage by a curiously skew boundary wall beside 'Myrtle Dene', and if one looks along this wall one sees the present road to the north following this line far into the distance. To the south one can also see, upon the far hillside, the hedgerows leading up to Brackley Gate upon the same alignment.

To the north the present road, called Street Lane, follows the line fairly closely, but some substantial traces of the *agger* can be seen along its western side at several points, notably as it goes down the hill to Bottlebrook Houses and behind these cottages to the brook. Just before the hamlet called Street Lane is reached, an isolated house on the west of the road stands perched upon a particularly fine piece of the *agger*, 3-4 feet high, partly cut into by the present road. A parish boundary follows the road for a mile at Street Lane.

Half a mile beyond the hamlet the present road bears away to the east, and no trace remains for a short distance past the Heage-Ripley road where there was evidently another slight change of line at a high point, for the new line is plain in the next valley at Lower Hartshay, appearing in the field between the river and the main Ripley road as a clear *agger*, and then again beyond the road as an *agger* 30 feet wide and a foot high with a footpath along it, and it is marked by hedgerows for most of the way on past the west side of Pentrich village. It passes close to the east side of Coneygreys Farm and becomes very clear beyond as a field division, usually in the form of a narrow terrace, no doubt partly obliterated by ploughing.

Just before Oakerthorpe the present road comes on to it, and mainly represents the line for the next mile to the Amber Inn at Toadhole Furnace which stands upon it. Here the present road climbs to a higher level, but the Roman road went straight on below, and is clearly marked as a turfed terrace and in places an *agger*, usually accompanied by hedgerows, for the next mile to Shirland, where a narrow road follows it as it climbs to the ridge and joins the present main road. Recent



examination of the derelict length at Shirland showed that coal packed with stone was used for the surfacing.<sup>6</sup> After this the road runs as a ridgeway through Higham, Stretton, and Clay Cross, very direct though in short straights designed to follow the steep western escarpment which gives magnificent views.

Half a mile beyond Clay Cross the present road bears away a little to the west through Old Tupton, and this has preserved a fine piece of the *agger* between Egstow and Tupton smithy which stands near the entrance to Tupton Hall. The fragment runs the whole length of a meadow to the south of the smithy as a fine *agger* 40 feet wide and 3-4 feet high. It also appears just to the south of Egstow Hall Farm as an *agger* on the south side of the stream. A section examined here showed that the surface layer of stones had barely survived, but the core of rammed gravel and clay remained, 17 feet wide, and a later deposit of earth, 12 inches thick, covered the road.<sup>7</sup>

After an interval of  $\frac{1}{2}$  mile the same alignment is again followed by a line of hedgerows from Four Lane Ends Farm, New Tupton, towards the river Rother  $2\frac{1}{2}$  miles to the south of Chesterfield, passing along the east side of Adlington's Estate, Wingerworth. A section cut here, 300 yards south of Mill Lane, showed a layer of flat stones, averaging 5 inches square, resting upon a foundation of rammed gravel and yellowish clay 12 inches thick. The road was well cambered, the stone layer being 9 inches thick at the crown, thinning out to the edges. There had been a topping of small stones and gravel of which little survived. Side ditches were clearly marked by a silt line of coal dust, and the width of the road between them was 17 feet.<sup>7</sup>

The road was traced on this line a little to the north of its crossing with Mill Lane, and this suggests that it may have crossed the Rother directly, to pass just to the east of Chesterfield, or a turn may have been made to keep west of the river.

For the continuation of this road to Rotherham see 18e, p. 143.

#### REFERENCES

1. V.C.H. *Derbyshire*, 1, 243
2. S. Pegge, *Roman Roads through the country of the Coritani* (1769), 7
3. W. T. Watkin, *Derby A. & N.H.S.J.*, 8, 206
4. W. Smithard, *Derby A. & N.H.S.J.*, 35, 111
5. F. W. Munslow, *Derby A. & N.H.S.J.*, 68, (N.S. 21), 74
6. *Daily Telegraph*, 3 October 1955
7. R. H. Oakley, *Derby A. & N.H.S.J.*, 75, 144

#### 181. DERBY (LITTLE CHESTER)-STOKE ON TRENT ( $30\frac{1}{2}$ miles)<sup>1, 2, 3</sup>

The westward road from Little Chester is very clearly shown by a long alignment, but the first  $2\frac{1}{2}$  miles are still in doubt as far as Mackworth, for it is not clear



whether, as the alignment suggests, it crossed the Mackworth Brook and then the Derwent direct to the camp, or turned a little to the south-east to join with Ryknild Street (18c) in crossing the Derwent at the same point. In the latter case the present Ashbourne Road, which is very straight, might represent it, but this is not certain.

From Mackworth westward the alignment is well marked almost continuously for a long distance. It leaves the Derby-Ashbourne road at Brun Lane just on the Derby side of the 129th milestone, and then runs on the north side of Wheathill Farm, marked by a footpath and hedgerows, to Langley Common.

Here it remains in use as a road, called Long Lane, for 4 miles to Longford, rather narrow and often sunken but following the alignment very closely. Where this road begins at Langley Common, a house stands across the line from the east and behind it a trace of the *agger* can be seen in the next field.

At Longford the road diverges slightly to the south to avoid the stream, and this may well be an original feature. Then the present road is diverted round the southern edge of the Hall park. At first no trace can be seen on the alignment within the park but, westward from its crossing of the main drive, it appears as a hollow and then as a clear *agger* across the next field to rejoin the present road at Woodhouse Farm, proving that the alignment was followed there.

After a short distance the present road bears away to the north through Alkington but the old line is clearly marked by hedgerows and the northern edge of Bentley Carr Wood until the road rejoins it near Bentley Hall, a mile farther on, and follows it for  $3\frac{1}{4}$  miles through Great Cubley and Thurvaston nearly to Rocester. Just west of the crossroads at Great Cubley a short length of *agger* appears on the south side of the road at a farm where the present road curves slightly.

Near Thurvaston, on high ground, the road makes a turn slightly north to take it to the Roman site at Rocester, which lies  $\frac{1}{2}$  mile to the north of the main alignment. For a short distance near Daisybank Farm hedgerows mark it, but the present road soon follows it again down to the river, and the old *agger* can be seen where the road now bends away to the bridge.

Beyond Rocester a similar short alignment leads back to the main line a mile farther on, at a high point, and this part of the road can be well seen, for much of it is a clear *agger*, 40 feet wide and 1-2 feet high, running through fields on the south of the present road and marked by hedgerows.

When the main alignment is resumed the road now follows it closely to Hollington, being clearly seen as a turf terrace some 15 feet wide where it is now disused on approaching the village. Then it is lost for  $2\frac{1}{2}$  miles, as the present road keeps to the ridge to avoid hill-climbing on the alignment, which was evidently followed all along here, for it is faintly visible as a terrace east of Goldhurst Farm and also very clearly, some 30 feet wide, west of the Heath House grounds, where the present road rejoins it. Then it remains in use through Upper Tean to Totmans-



low, near Draycott, where a turn was made to north-north-west and the road runs very straight through Blythe Bridge and Longton into Stoke on Trent. Traces of its old metalling were found here during road excavations. From its direction it seems clear that it was making for the Roman site at Chesterton,  $3\frac{1}{2}$  miles on, but the huge industrial area of the Potteries here covers everything. Traces of an old road surface of pebbles were, however, found during excavations at the foot of the Campbell statue in Stoke, and this may be a relic of it.<sup>4</sup>

## REFERENCES

1. V.C.H. *Derbyshire*, 1, 243
2. W. T. Watkin, *Derby A. & N.H.S.J.*, 8, 206
3. V.C.H. *Staffordshire*, 1, 186
4. C. Lynam, *N. Staffs. F.C.J.*, 38, 159

182. DERBY (LITTLE CHESTER)-SAWLEY ( $8\frac{1}{2}$  miles)<sup>1, 2</sup>

A road ran directly to the south-east from Little Chester to Sawley on the banks of the river Trent, and it has been suggested that its purpose was to link the camp with the river for water traffic, for there is no trace of any road continuation beyond.

From Little Chester a paved road has been proved from the Mansfield Road on to the racecourse (see 18d),<sup>3</sup> and then for  $\frac{1}{2}$  mile the suburb of Chaddesden has obliterated any traces. Beyond this the Nottingham Road follows the alignment for  $3\frac{1}{4}$  miles to Borrowash, and then, where this turns off, the road through Draycott continues the same line, a footpath linking the two in Borrowash and preserving the line for a few yards. The Nottingham Road is a fine highway and is raised 2-3 feet, and the road through Draycott is also somewhat raised in many places. Near Sawley Grange the present road diverges from the alignment for  $\frac{1}{2}$  mile but there seems to be no trace of the old road upon the alignment there. Then for the last mile into Sawley the present road follows the line closely again.

## REFERENCES

1. V.C.H. *Derbyshire*, 1, 243
2. W. T. Watkin, *Derby A. & N.H.S.J.*, 8, 206
3. W. Smithard, *Derby A. & N.H.S.J.*, 35, 111

71a. DERBY (LITTLE CHESTER)-BUXTON ( $31\frac{1}{2}$  miles)<sup>1, 2, 3</sup>

A very well-marked alignment of a Roman road runs north-westward over the high ground between Derby and Buxton, continuing onward to Whaley Bridge



on its way to Manchester. The alignment begins near Minninglow, north of the village of Brassington, and there is no sign of it between there and Derby, which may well be due to the difficulties of the ground making a straight road impossible.

It has been suggested that the first part of this road may have followed the east bank of the Derwent from Little Chester to Milford, near Duffield, and that an old lane running below the present one at Duffieldbank may be the older route as it approached Milford.<sup>4</sup> This is quite likely, and it is noticeable that where this old lane approaches Makeney House there are traces of what may well be an *agger* just below the present lane. If this is the route, it would be continued across the river, past Belper, by the Chevin Road, a very straight road which climbs Chevin side by a steady and remarkably easy gradient, from a level of 200 feet near the river to over 800 on the high ground crossed on the way to Wirksworth. Crossing the deep dale there is unavoidable by any route, but a very direct road leads on to Brassington, keeping along high ground (over 1,000 feet) after the initial climb.

This route is the most likely one if a directly aligned road was not made beyond Minninglow, but that the road from Buxton was continued to Little Chester by some such route is obvious on the evidence of the aligned portion.

We now come to the part of the road which is in no doubt for practically the whole distance to Buxton. It is at first shown by a long line of stone walls, passing a little to the east of Minninglow, and followed by parish boundaries, with traces of the *agger* at some points. For  $\frac{1}{2}$  mile to Pikehall a lane runs on it, the *agger* being apparently on the west side, and then it crosses the Wirksworth-Buxton road, goes through the farmyard at Pikehall and continues along a lane under a belt of trees, curving slightly as it crosses the valley there.

A long line of field boundaries again follows the alignment, the conspicuous stone walls marking it very plainly across the open country, and parish boundaries follow it continuously for 13 miles, but it must be admitted that there is very little else to see, only a very slight *agger* in some parts, or a terrace where it is on a hillside as at Friden.

At the Bull i' Thorns Hotel, near Monyash, the modern road comes on to the alignment for a mile, but then leaves it again to go round the west side of Great Low while the Roman road does so on the east, marked again by stone walls and followed by a parish boundary. The modern road rejoins it again  $\frac{1}{2}$  mile to the south-east of Brierlow Bar where, after rounding the prominent shoulder of the hills, the road straightens for its final alignment of two miles into Buxton. This was a Roman settlement, *Aquae*, valued by them, like Bath, for its medicinal waters. Here a road (710) branched off to the north-east to Brough, and through Sheffield to Templeborough on Ryknild Street (18e), and the main route continued beyond Buxton on almost the same alignment, towards Whaley Bridge and Manchester.

The construction of the road was examined near Minninglow, and it was found



to be 12 feet wide, of limestone rubble 3 inches thick, resting upon a strong limestone pitching closely set and inclined inwards to the centre of the road, with a depth of 10 inches.

For the continuation of this road to Manchester see 71b, p. 97.

## REFERENCES

1. V.C.H. *Derbyshire*, 1, 243
2. W. T. Watkin, *Derby A. & N.H.S.J.*, 8, 206
3. W. Smithard, *Derby A. & N.H.S.J.*, 32, 125
4. W. Smithard, *Derby A. & N.H.S.J.*, 35, 111

713. BUXTON-LEEK (12 miles)<sup>1</sup>

Another road led south-westward from Buxton to Leek, probably continuing thence to Stoke on Trent where it would connect with road 181. At first the road has to adapt its route to climb along the eastern slopes of Axe Edge, and then to follow ridges from Oliver Hill to Morridge Top, but from this point an alignment is followed until close to Leek, save for a local deviation at the steep descent into Upper Hulme. The present road follows it throughout except at the sharp bend by Oliver Hill where the older and more direct course can be seen as a terrace in the fields, cutting across the angle on the west.

It is possible, too, that the road running in very straight lengths through Cheddleton and Wetleyrocks to Longtown (Meir), and perhaps still farther south to Hilderstone, may also be a continuation, for the alignments follow a course well suited to the ground, but this awaits further proof.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.).

# A SHORT GLOSSARY of Welsh words much used in place-names

Afon	river	Heol	street, road
Ar	on, over	Isaf	lower
Bach	small, little	Llan	church
Betws	chapel	Llyn	lake
Bod	abode, house	Lon	lane, road
Bryn	hill	Mynydd	mountain, moor
Bwlch	pass	Nant	brook, glen
Caer	fort	Newydd	new
Cafn	ferryboat	Pant	hollow
Capel	chapel	Pen	head, end
Cefn	ridge	Pont	bridge
Cefnffordd	ridgeway	Rhiw	hill, slope
Coed	trees, wood	Rhyd	ford
Croes	cross	Sarn	causeway
Cwm	valley	Tal	end
Dol	meadow	Tref	homestead, hamlet
Du	black, dark	Ty	house
Eglwys	church	Uchaf	higher
Erw	acre	Y, Yr	the
Ffordd	way, road	Yn	in
Ffrith	wood	Ynys	island, water-meadow
Hen	old	Ystryd	street



## Chapter 2

### WALES AND THE MARCHES



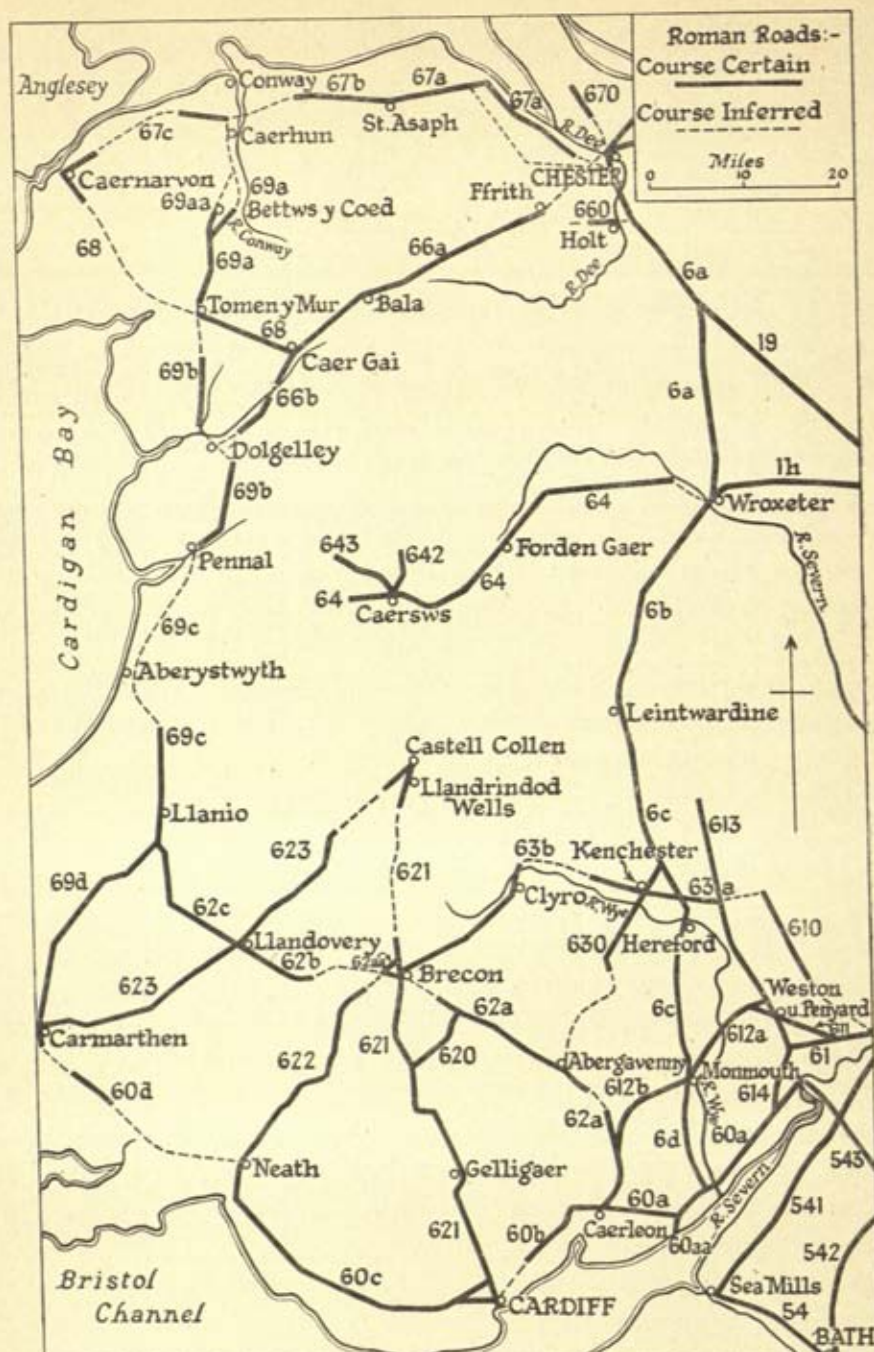
#### (i) The Network in Wales and the Marches

IN THIS AREA we encounter some difficulties not hitherto met with. Much of the country, even when not actually mountainous, is very hilly and broken, rendering aligned roads out of the question and causing the frequent construction of terraced roads which are usually much narrower than normal. Thus the roads, where visible in their original form, are often only some 9 feet wide, and a large *agger*, wide ditches, or a well-marked alignment are very rarely seen, all factors which render the observation and recognition of the roads as Roman work unusually difficult.

Then, too, it is clear that the work of the archaeologists in Wales has, with some notable exceptions, tended to concentrate upon things Welsh, and the Roman aspect of their history has thus suffered considerable neglect, an understandable attitude which is, however, noted here in the hope that it may be corrected. For the Roman forts are strikingly obvious and well recorded all over Wales, and yet it is absurd and regrettable how little is still known about much of the road system by which they were certainly linked together. Thus, in the Centenary Volume of the Cambrian Archaeological Association (1946), H. J. Randolph, writing on the Roman Period, was compelled to remark that, in regard to the roads, no substantial advance had been made in our knowledge since Codrington's day (1918), and that a scientific study of them was greatly needed, for much earlier work was merely speculative and actual facts were scarce.

In 1934-7 a series of pamphlets was published entitled *The Roman Roads of Wales*, by S. O'Dwyer (Montgomeryshire Printing Co., Newtown), surveying the country county by county. Unfortunately, however, the author included in this survey old trackways of every kind, producing a network of such density that it was quite obvious the roads could not all be considered Roman, and the work merely tended to befog the matter.

Thus it is against this unpromising background that the present survey has to stand, and let it be said at once that, save in one or two very evident cases, no attempt has been made to do the work of discovery and record that is clearly the province of those on the spot.



2. The Network in Wales and the Marches



The conquest and control of Wales was based upon the two legionary fortresses at Chester and Caerleon, with that at Gloucester just behind. Thus a base road connecting the fortresses was the first requirement, and this was provided by Watling Street (West) (6), from Chester, through Wroxeter, Hereford, and Monmouth, to the south-coast road (60) at Chepstow, with connections to Caerleon and Gloucester.

The south-coast road (60) is traceable south-westward from Newnham on Severn through Chepstow, Caerleon, Cardiff, and Bridgend to Neath, and probably thence to Carmarthen, where there was a fort at the south-west corner of the highland zone. North of this, at the Gloucester end, lay the Forest of Dean, worked for iron at that time, and numerous roads existed here and in southern Herefordshire, with the Roman settlement of *Ariconium*, at Weston under Penyard, in their midst: Gloucester-Mitcheldean (61), Gloucester-Stretton Grandison (610), Gloucester-*Ariconium* (611), *Ariconium*-Monmouth-Usk (612), *Ariconium*-Leominster (613), and *Ariconium*-Mitcheldean-Lydney (614).

Another important east-west highway (62) ran north from Caerleon to Usk, and then west through Abergavenny, Brecon (an important road centre), and Llandovery to join the western road (69) near Llanio. This road was crossed at Brecon by a road (621) from Castell Collen, near Llandrindod Wells, right across the Brecon Beacons to Gellygaer and Cardiff, with a branch south-east of Brecon to Taf Fechan (620) that avoids the Brecon Beacons; by another (622) from Brecon to Coelbren and Neath; and, farther to the west at Llandovery, by a road from Castell Collen to Carmarthen (623). Brecon was also connected eastward by a road (63) along the Wye valley by Clyro to the Roman town at Kenchester, near Hereford, whence there was a branch south-westward to Abergavenny (630), and on eastward to Stretton Grandison.

Farther to the north a road ran westward from Wroxeter (64) over the Long Mountain to Forden Gaer, Newtown, and the important fort at Caersws, also continuing westward into the hills. From this fort roads ran northward (642) and north-westward (643) but have not been traced far, and it is clear that the road system in Central Wales is very incompletely known.

In the north a road led from Chester south-west near Wrexham (though not known just there), through Ffrith and Bala to Caer Gai and Dolgelley (66), and a short piece of road (660) at the Roman tile factory at Holt perhaps formed a link between it and the main route 6a. The north-coast road (67) has been traced over most of its course between Chester, St Asaph, Caerhun, and Caernarvon. From the last, the most important fort in the north-west, a road ran south-eastward (68) to the forts at Tomen y mur, near Ffestiniog, and Caer Gai on road 66. Lastly, from Caerhun, in the Conway valley, the main road down the western side of the highlands, known for much of its course as Sarn Helen (69), pursues its way by



Bettws y Coed, Tomen y mur, Dolgelley, Pennal, and Llanio to Carmarthen, but is very imperfectly known in the middle part of its course.

## (ii) Watling Street (West)

### 6b. WATLING STREET (WEST). WROXETER-LEINTWARDINE (24½ miles)<sup>1</sup>

The main north-south road from Chester was continued direct to the south-west from Wroxeter, and in this section it bears the traditional name of Watling Street, to which it is proposed here to add the suffix (West) as a distinction.

The road left Wroxeter by a course very near the lane leading to the church, and traces of it were found just west of this, leading from a thatched cottage down to the river Severn, which was crossed by a bridge, traces of the foundations having been found in the river bed.<sup>2</sup> Beyond the crossing the course is clearly marked by a green lane as far as the Shrewsbury-Much Wenlock road, pointing towards Eaton Mascott Hall. Just west of the river the old surface was found at a depth of 18 inches, consisting of a foundation of large rough stones covered with gravel in layers and finished with a hard cambered surface, having large stones laid endways as kerbs.

Crossing-gates over the railway beside the Wenlock road mark its position clearly as seen from near Eaton Mascott Hall gates, but beyond the railway the course is only marked by a slight ridge, which crosses the road to Pitchford and then turns southward along a line of hedgerows to a crossing of the Row Brook near Upper Cound. Here the south-westward alignment is resumed, followed at first by the Pitchford road for ¼ mile and then by a line of hedgerows with at first an overgrown green lane. Traces of the *agger* can be seen in the fields just to the south-east of Pitchford village which is passed on that side.

After crossing the Pitchford-Acton Burnell road the course is marked by a green lane which passes to the north-west of Acton village, and in doing so it has to cross an insignificant stream which runs in a gorge some 15 feet deep. This awkward obstacle was crossed by a bridge, and interesting traces of a succession of road surfaces and bridge approaches were found there.<sup>3</sup>

The earlier road was found in the form of a terrace over 30 feet wide but overlain upon its eastern side by the later embankment, and the materials had been laid in a shallow trench filled with sandstone lumps, large in the centre and smaller towards the edges, with a layer of smaller stones above, then a layer of compacted sand and gravel, 1-3 inches thick, on top of which was another layer of small stones, with a final surfacing of hard gravel in good condition, the whole forming a very sub-



stantial roadway. On the west side a small trench filled with red clay seemed intended to act in place of kerbing. Where this road crossed the ravine the remains of the stone bridge abutment is still standing to a height of 10 feet. It is 10 feet wide and on its eastern face the stones, of large coursed masonry, appear to be original to a height of 8 feet, above which it had been anciently rebuilt; the western face is rougher and seems to have been rebuilt entirely, but the rubble core is original. The corresponding abutment on the north side of the ravine has disappeared.

Over this road a later one had been constructed upon a large embankment of light sandy clay with small sandstones in it. Only the footings of this later road's surface remained, as flat layers of sandstone, but a fine stone retaining wall was found along its western side for a length of 16 feet, and 10 feet high, composed of large sandstone lumps heavily cemented, the three bottom courses of slabs being laid in diagonal pitching with one flat layer below. No bridge corresponding to this later surface, which lay slightly to the east of the stone abutment, has survived, and therefore it was probably a wooden structure.

To the south the road led into a slight cutting to ease the gradient up the hill. Hedgerows mark the line until the Acton-Frodesley road comes on to it at a sharp bend, and the old road then continues in use for a long distance. From this point onwards it is evident that the course was chosen with great skill to give a direct road which nevertheless contrives almost throughout its course to give wide views over country to the west of it, save where it has to pass through narrow gaps in the hills and distant views are therefore impossible. The course is generally south-westerly.

The road through Frodesley and Longnorgreen is narrow but preserves the alignment very closely and its surface is good. Parish boundaries follow it for two miles. An imperceptible change of alignment more to the south is made near Leebotwood with the object of keeping the road at a convenient level along the eastern slopes of the valley past the Strettons, All, Church, and Little. Near All Stretton the modern by-pass comes on to the line, but a little farther on, and right through Church Stretton, the old road lies above and east of the by-pass as a minor road called Watling Street North and South. The steep gradients on the northern part of this old road contrast strongly with the by-pass below, but this length, so conveniently accessible, is an excellent example of the kind of position which this road adopts wherever possible, skirting the spurs of the eastern hillside, well raised above the valley, and yet contriving to maintain an almost direct course for long distances, a most skilful piece of road planning. In this part it is skirting the strikingly abrupt hills of The Lawley, Caer Caradoc, and Ragleth Hill on the east, with the hills of the Long Mynd to the west, the whole forming a glen of almost Highland character that lends to the Church Stretton district its particular charm.

Near Little Stretton a short length of the old road appears again just above the



by-pass on a hillside terrace, but the new road has obliterated most of it after Church Stretton. At Marshbrook the valley curves to the south and the Roman road, to maintain its direction, had here to cross to the western side. It at once climbs to higher ground by a spur behind Marshbrook railway station, the route being marked by a footpath which climbs up an overgrown hollow way, and then the road follows a course well up on the hillside now marked by a somewhat sunken narrow green lane, becoming a minor road into the hamlet of Bushmoor. The road curves all along this portion to adapt itself to the ground. From Leamoor Common, just beyond, the road straightens again into a true alignment due south through Wistanstow, and the hedge-bank along its eastern side may be the remains of the *agger*, as also through Wistanstow village.

Upon reaching the present main road at Berry mill a turn was again made to the south-west, and the new line is then rigidly followed, and is well marked by existing roads for several miles till near Clungunford. The change of line occurs on low ground in this instance, but it was probably occasioned there by the need for setting a convenient course through the hills. From the turn the first  $\frac{1}{2}$  mile is now a green lane, slightly raised, but thereafter the course is followed by a road, Park Lane, narrow though well-surfaced, which is nearly straight but does in fact make several slight turns at the hill spurs to keep along the west-facing slopes conveniently, just as at Stretton. A parish boundary follows it for the first mile, near Craven Arms.

At Shelderton, near Clungunford, the present road leaves the old line which, however, continues to be very plainly marked, first as an overgrown green lane and then as a very prominent line of hedgerows with some traces of an *agger* or terrace, occupying its usual position along the hillside. The line passes well above Marlow Farm and then close to Stormer Hall, to the north of which it can be particularly well seen, and to the south of the Hall the *agger* is clear as it approaches the present road, which rejoins it about  $\frac{1}{2}$  mile from Leintwardine, a small Roman settlement identified as *Bravonium*. Traces of its walled enclosure remain, and the road passed right through it.

The Antonine Iter *XII* follows this road, and the distance given, 27 miles, is in reasonably good agreement.

#### REFERENCES

1. J. G. Dyke, *Shropshire A. & N.H.S. Trans.*, 10 (Ser. 2), 173
2. J. A. Morris, *Shropshire A. & N.H.S. Trans.*, 44, 304
3. Miss E. Sladdin, *Shropshire A. & N.H.S. Trans.*, 55, 38



6c. WATLING STREET (WEST). LEINTWARDINE-MONMOUTH (40 miles)<sup>1, 2, 3</sup>

Directly after crossing the river on the south of Leintwardine the road was laid upon a fresh alignment more to the south-east, aiming at the pass through the hills about Aymestry, between Yatton and Mortimer's Cross. For the first two miles to Paytoe it is still in use as a narrow road which runs on the *agger* or sometimes just below it on the east. Beyond Paytoe a rough lane follows it for another  $\frac{3}{4}$  mile, and the *agger* can be clearly seen along its western side as a fine turfed bank 30 feet wide and 2 feet high. After this it can be traced through the fields east of Wigmore to near Yatton as a ridge visible in some places.

Just north of Yatton a turn was made on a high point to a direction slightly west of south, to take the road on the most convenient course through the hills, and here the main road still follows it through Aymestry to Mortimer's Cross. At the Cross it resumes an alignment just east of south, which is followed for the first mile by a narrow road known as Hereford Lane, with a parish boundary, to near Brook Bridge, where the lane bears off to the east but the Roman road continues on the alignment, marked for the next 4 miles mainly by lines of hedgerows and sometimes by cart tracks, often with clear traces of the *agger*, generally about 30 feet wide. Just south of Brook Bridge it is very clear as a slightly hollowed green lane along the eastern edge of the Street Court grounds. South of Street Wood, just beyond, it is followed by a cart track, crossing the Eardisland-Leominster road, and is known as Drury Lane. Near Grove House, just west of Baintree Cross, the *agger* is very clear beside a line of hedgerows and continues so nearly to Stretford where the main road to Hereford rejoins it. Parish boundaries follow it continuously for  $5\frac{1}{2}$  miles from Street Wood.

The same alignment is followed for another  $2\frac{1}{2}$  miles to Bush Bank near King's Pyon, where the road enters another gap in the hills for which evidently it was aimed, and then it makes a slight turn to the south-east for two miles to a point near Red Castle, Canon Pyon, where it again turns more to the south-east. These turns take the road cleverly through the hills and along the side of the Wellington Brook valley lying to the east. The modern road is straight but is not noticeably raised. Near Burghill Lodge a branch road (630) must have gone off to the south-west through Credenhill, where its course is clear, direct to Kenchester, the small Roman town of *Magna*.

The next 3 miles past Burghill to Elton's Marsh follow the new alignment but the road is somewhat distorted, and then the modern road bears away to the south. It seems, however, that the Roman line continued direct to Hereford, for a slight trace of the *agger* can be seen in the first field at Elton's Marsh, and hedge lines and



a footpath seem to mark it to Orchard Close at Holmer, where it must have crossed the east-west Roman road (63) to Kenchester. Traces of it were also observed on Widemarsh Common during pipe-laying; a belt of large stones, in sizes up to 7 inches long, was found in a strip 20 feet wide along the course, which passed through 'Armadales' and the cider works on the Common.<sup>4</sup>

Beyond Hereford no definite traces of a Roman road have been proved, but it is agreed that a road on the course so far followed must have been making for Monmouth, and the present main road follows a very direct course which for much of the way would be the only practicable one for such a road. After climbing to the high ground beyond Callow it generally keeps along the ridges until, after Pembridge, it begins the long descent through the very restricted valley by Welsh Newton and Buckholt to Monmouth, the last mile being again a typically straight road.

The Iter *XII* follows this road as far as Burghill, turning off there by road 630 to *Magna*, for which the distance given is 24 miles compared with the actual, 21.

#### REFERENCES

1. Woolhope Nat. F.C., *Herefordshire*, 122
2. H. C. Moore, *Woolhope Nat. F.C. Proc.*, 1902, 160
3. J. G. Wood, *Woolhope Nat. F.C. Proc.*, 1902-4, 185
4. J. H. Hoyle, *Woolhope Nat. F.C. Proc.*, 1933, LXXVI

#### 6d. MONMOUTH-CHEPSTOW (12½ miles)

Although a more direct connection to Caerleon was provided by road 612b through Usk, it seems clear that the main north-south road 6 was also continued right down to the coastal road 60a at Chepstow, keeping along the high ground well to the west of the great Wye gorge.

After crossing the river Trothy the road climbs steadily, in generally straight lengths, to Caer Llan and Trelleck. From the village to Trelleck Cross, ¾ mile beyond, a lane and hedgerows seem to mark it, but otherwise the present road follows it right on to Tintern Cross where the route has to cross a very deep side valley from the Wye, which it does by making clever use of two tributary valleys. For the next ¾ mile the road has gone out of use save as a footpath, and is now a hollow way up the steep slope, but it soon comes into use again as a minor road from Banton to St Arvans and then as the main road past the racecourse to a point on the coast road (60a) ¼ mile to the west of Chepstow.

Beside the very direct course, as straight as the difficult country allows, much of this route is well sited to give wide views from a high terraced road, as near Trel-



leck and to the north of St Arvans, as has been noted on its northern length (6b), while its southern terminal to the west of, but not in, Chepstow also points to its early origin. Although marked as Roman upon the latest edition (7th) of the Ordnance Survey 1-inch map, it has been omitted from the Map of Roman Britain (3rd edition), but it seems to deserve inclusion there.

### (iii) South Wales, Forest of Dean, etc.

60a. NEWNHAM—CAERLEON ( $28\frac{1}{2}$  miles)<sup>1, 2, 3</sup>

60aa. CRICK—SUDBROOK SPUR (2 miles)

It has previously been thought that the coastal road for South Wales branched from the other roads out of Gloucester (61a and 611) near Hownam and Over, and went through Minsterworth and Westbury on Severn to Newnham. The older Ordnance Survey maps mark 'Traces of Roman paving' upon this and many other routes in the district, but, as Codrington rightly pointed out, the old road surfaces to which these notes referred were, sometimes at least, nothing more than sections of early modern roads exposed during alterations to the level and course of the roads. In the present instance, the points so marked at Minsterworth could scarcely represent a Roman line for they mark a very twisting course on ground that would not have required this, and furthermore the route is far too close to the Severn for convenience at that time and would have to cross very wet land, some of it liable to floods.

Moreover, the present road is very winding until Newnham is reached, but after this it follows short alignments suited to the ground, as far as Etloe just beyond Blakeney, where a major alignment begins that is followed for 10 miles to Tidenham, just before Chepstow, and this part is evidently Roman. For the present, then, it seems best to consider this route as beginning at Newnham, where a crossing of the Severn was probably made by ferry, connecting with road 543 at Arlingham.

From Newnham the road soon gets on to high ground, and its short alignments follow a minor ridge between the Severn and the much higher land of the Forest of Dean to the north. Just before Blakeney it passes over Stretfield Hill, an almost certain indication of its presence being given by this name, and a footpath line marks the earlier course descending steeply into Blakeney west of the present road.

At Etloe the main alignment begins, followed almost throughout by the present road, and this seems to branch out of an earlier road, perhaps a route from Blakeney



southward to the Severn opposite Sharpness. Just before the road reaches Lydney it is joined from the north by the Dean Road (614), now showing here as a very deep overgrown hollow way beside the original course which lay in the fields just east of it.

Beyond Lydney the road twists somewhat near Aylberton and Alvington, perhaps to suit the ground, and between the latter place and Brookend a straight line of hedgerows and footpaths marks the original alignment for  $\frac{3}{4}$  mile a little to the north of the present road. Then the alignment is closely followed to Tidenham, and with a slight turn to the west for  $1\frac{1}{4}$  miles farther to Tutshill on the outskirts of Chepstow. Here the old course was earlier observed through fields along a footpath, and descending to a crossing of the Wye at Castleford, a little way above the present bridge. It is probable, too, that the road from Tidenham through Sedbury to Beachley was also in use to a ferry crossing.

The main route from Wroxeter and Hereford through Monmouth (6) joined our road  $\frac{1}{4}$  mile to the west of Chepstow, and the main road follows it to the farther end of Pwll Meyric, but the Roman road then keeps more to the north of Haysgate farm and is followed by a lane to Crick where the main road rejoins it. Its purpose here seems to have been to keep along the northern face of the little ridge of hills. From Crick a short spur road (60aa) led straight to the ferry crossing at Sudbrook, marked by the present road.

At Crick the long south-westerly alignment ends and a new course almost due westerly is then followed through Caerwent to Caerleon, but much modified locally to suit the hilly country. The Roman road passes directly through Caerwent (which is now by-passed), and the walls of the little Roman town still form a striking sight. Difficult ground near The Cayo and Penhow caused the road to bend, and the straight road between them is a modern cut. Then at Llanbeder the Roman road follows a minor lane north of the main road, in order to keep along high ground by Cat's Ash to Chepstow Hill, overlooking the deep valley of the river Usk opposite Caerleon. It is marked here by a line of hedgerows and track west of the present lane, and then descends by a well-graded but damaged terraceway down the steep escarpment to the river about  $\frac{1}{4}$  mile above the present bridge.

The Antonine Itinerary XIV follows this road from Caerwent to Caerleon, giving the mileage as 9, in good agreement with the actual distance of 8 miles.

#### REFERENCES

1. T. Wakeman, MS. 790/23 in Soc. Ants. Library
2. J. Ward, *Cardiff N.S. Trans.*, 41, 48
3. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93



60b. CAERLEON-CARDIFF (15 miles) <sup>1, 2, 3</sup>

Having crossed the river Usk on its entry into Caerleon, the road keeps to the north bank of the river in continuing westward. It left the fort in a north-westerly direction, marked by the present road, until it reached the higher ground, and then it turns westward as a terrace road with fine views to the south, descending steeply to cross a tributary valley and then climbing again to Malpas on the northern outskirts of Newport. It probably turned southward here to Crindau in order to reach the high ridge leading to Bassaleg, where its course becomes certain again, and Barrack Road, Ridgeway, and Glasllwydd Lane probably mark it.

From Bassaleg a very straight minor road runs south-westward by Pen y lan towards St Mellons and certainly represents it. The course of the present road onward through St Mellons and Rumney towards Cardiff follows a ridge and is highly probable for the road, but the exact course is still in doubt here, and on through Cardiff until Ely is reached. The recently published *Roman Frontier in Wales*, usually so helpful, gives little assistance here for its information is ambiguous; the general map, Fig. 62, leaves the section blank, but, on the other hand, Pl. XXXIV shows the road marked by a full line via Cardiff Castle (which is, of course, a Roman fort), though with a dotted line marking a single through alignment from near St Mellons to Ely and passing north of Cardiff. The discrepancy between the two maps is nowhere explained in the text, nor indeed is any explanation of Pl. XXXIV offered there, and the purpose of its inclusion in the book is by no means evident. More investigation is much needed here, but it seems likely that the eastern road continued into Cardiff from St Mellons through Rumney.

The western road, which is plainly shown by the main Cowbridge Road at Ely, appears to come from Llandaff Cathedral by Ely Road, an old road now intersected by more important routes, and this suggests that the northern route may also have existed. Both would have been connected by the Caerphilly-Cardiff road (621) which comes down from the north right on to the Castle and harbour, and a direct route Ely-Cardiff Castle is also probable by the present road.

The Antonine Iter *XII* follows this road and will be discussed in the next section.

## REFERENCES

1. T. Wakeman, MS. 790/23 in Soc. Ants. Library
2. J. Ward, *Cardiff N.S. Trans.*, 41, 48
3. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93



600. CARDIFF (CASTLE)—NEATH ( $36\frac{1}{2}$  miles)<sup>1, 2, 3</sup>

After the uncertainties that have just been mentioned it is pleasant to follow a route that is one of the most strikingly aligned roads in South Wales. The alignment first points south-west from Ely to high ground at Downs, just beyond the city outskirts. Here  $\frac{1}{4}$  mile over the hill has been forsaken by the main road and is a rough lane, but from the hilltop a new alignment to the west commences, although modified at some points to suit the ground. West of Bonvilston  $\frac{3}{4}$  mile has again been left by the main road although still used as a minor lane. Then at St Hilary Down,  $1\frac{1}{2}$  miles beyond this, the road straightens upon a new alignment more north-westerly, and this is rigidly followed for 14 miles to Mawdlam, a coastal village in the sand-dune area south of Port Talbot, the longest and one of the few rigid alignments in all Wales. On St Hilary Down it is a rough lane, but after this it is still followed by the main road through Cowbridge as far as Longland near Bridgend. Then it is lost for 2 miles across the valley of the Ewenny River but is, again followed by the main road beyond this. A hedge and remains of the metalling mark it just before the main road rejoins. Two miles on, at Laleston, a deviation round a hill may perhaps be original, and after another mile the main road diverges northward on Stormy Down, and the course is followed by a minor road through North Cornelly to Mawdlam, where the old church marks the end of this long alignment in an area that is being rapidly developed for housing in connection with the large steel works at Margam just beyond.

Here the road seems to have turned sharply northward, though the first  $\frac{1}{2}$  mile has been covered by the sand-dunes, and then the present road, Water Street, marks it for 2 miles to Oldpark where the main road is rejoined. This road is very straight right on through industrial Port Talbot to Briton Ferry and is sited at a reasonable distance from the steep hills to the east, so that it may be accepted as the probable course of the Roman road to Neath.

Iter *XII* follows this road from Neath to Caerleon, giving an intermediate station, *Bomium*, whose site is unknown but must presumably be near Bridgend, and the distances are given as 15 and 27, considerably less than the actual mileage of  $51\frac{1}{2}$  for the combined stages. Possibly the second should have read 37.

## REFERENCES

1. T. Wakeman, MS. 790/23 in Soc. Ants. Library
2. J. Ward, *Cardiff N.S. Trans.*, 41, 48
3. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93



60d. NEATH-CARMARTHEN (28 miles)<sup>1</sup>

More investigation is needed upon much of this section, and the exact course is quite unknown as far as Pontardulais. Then an old straight road from Fforest through Llannon and on towards Pontyberem almost certainly marks it. A mile of this road north of Llannon, and another mile south of Pontyberem, are now rough lanes marking the original course. Beyond this the course is again uncertain, for the roads where straight appear to be of modern construction, especially those near Cwm Ffrwd, but the straight northward road by Bolahead down to Pensarn and so into Carmarthen may be the original route.

It is possible that a road continued west of Carmarthen towards St David's, for a small earthwork of sub-rectangular shape, known as Castle Flemish, has yielded Roman evidence. It lies 26 miles away to the west and although a bank running through the enclosure in alignment with the east-west road beyond may be part of such a road, much more investigation is necessary to establish the route. The site lies  $\frac{3}{4}$  mile north-east of Ambleston, which is 7 miles north-east of Haverfordwest.

Iter *XII* gives the distances from *Muridunum* to *Leucarum*, 15, and *Nidum*, 15. It is generally agreed that Carmarthen, Loughor, and Neath are the sites indicated. Of these Loughor lies some 5 miles to the south of the route described above and, if this is allowed for, the mileage comes to 20 and  $11\frac{1}{2}$  for the two stages, but the exact route of the Iter is uncertain.

## REFERENCE

1. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93

61. GLOUCESTER-MITCHELDEAN ( $10\frac{3}{4}$  miles)

It seems probable that the earliest causeway over the Severn valley from Gloucester led from the first camp at Kingsholme, on a line to the north of the main railway, and approached Over from the east, but the route by Over Causeway may have been a later addition after the Roman city was established. But it is clear that from Over an alignment was laid almost due west, in true Roman style, probably to give direct access to the mining district of the Forest of Dean. For  $\frac{1}{4}$  mile between Over and Linton the present road swings a little to the north and the old course is clearly marked by field divisions, especially at the Linton end where an *agger* can be distinctly seen. The present road then follows it through Churcham to near Birdwood. Here the main road to Ross, itself also a Roman road to the settlement of *Ariconium*



at Weston under Penyard (611) diverges a little to the north, and the Mitcheldean route keeps straight on, marked by hedgerows and lanes which adhere closely to the alignment, though the latter are now derelict and usually impassable. Parish boundaries follow the road for a mile to the west of Churcham and between Birdwood and Little London.

It can now be seen that the western line was directed to pass through the gap between Huntley Hill and Nottswood Hill, and there the main road to Longhope joins it. To the west of Little London the older road passes over the shoulder of the hill, falling quite sharply into Longhope, and then continues as a valley road through the hills to Mitcheldean where it meets the Dean Road (614) from *Ariconium* to the coast.

The Iter XIII follows this road and then road 614 north of Mitcheldean, between *Glevum* and *Ariconium*, the distance given, 15 miles, being in reasonable agreement with the actual distance of  $13\frac{1}{2}$ .

#### 610. DYMOCK-STRETTON GRANDISON ( $9\frac{3}{4}$ miles)<sup>1</sup>

A road appears to have been laid north-westward from Gloucester, presumably leading from the end of the causeway at Over in the direction of Newent and Dymock where the first obvious traces of an aligned road begin.

From the north end of Dymock a trace of the *agger* can be seen in the field between the present road and the railway, just before the bridge is reached, and then the road runs upon it for a mile. After this the present road bends a little west for the next mile to near Preston Court, a fine old black-and-white timbered house which stands on the line of the Roman road. The original course is plainly marked along the alignment by hedgerows with traces of the *agger*, causing a rise in level between the fields on each side, for the route is here running close to the west bank of the Preston Brook. Indeed, the line is so inconveniently near the stream that it has to cross it three times in the course of this mile, a circumstance that suggests the road was laid out from the north to this point, or the engineers would surely have taken steps to avoid it in choosing their line. The hedgerows show plainly that the straight course was rigidly followed.

After Preston Court the present road rejoins the alignment and follows it pretty closely, save for a few local distortions, for the remaining  $6\frac{1}{4}$  miles to Stretton Grandison. The road is rather narrow and does not appear to be raised save at a few points. A parish boundary follows it for a mile at Ashperton. The river Frome is crossed just before Stretton, and it is possible that a line of old trees and a ridge on the east of the present road represent the older course and that a realignment has been made here in modern times across the valley.



A Roman settlement has been proved upon the road just to the south of Stretton, and from it another route (63a), not traced for the first 2 miles to Yarkhill, led off westward to Kenchester (*Magna*), the Roman town near Hereford.

At Stretton the present road bears sharply away westward and then runs north-west again to Bodenham where it crosses another northward Roman road (613). This has led to the conclusion that the Roman road we are following did so too. It does, however, seem quite clear that this road continued upon its rigid alignment for a further  $\frac{3}{4}$  mile beyond Stretton to Lower Eggleton, marked throughout by a line of hedgerows and a cart track or footpath. At that point it is well to the east of the present road to Bodenham, and is close to the little river Loddon which flows on or near the alignment over the next  $\frac{1}{2}$  mile, and this may have obscured its continuance for it has not been traced beyond. The present road to Bodenham is very winding and if the two Roman roads did connect near there it seems that the course of 610 has yet to be found.

The southern portion of this road is at present equally obscure. An old lane between Maisemore north of Over, and Murrell's End, Hartpury, has been considered to mark it, and this may be so for it is an old track, deeply sunken to a depth of 10-15 feet near Murrell's End, and is continued towards High Leaden by the line of a now destroyed avenue and hedgerows. The first part of the Newent road from High Leaden is straight and raised 2-3 feet, but after this the present road wanders so much on its way to Newent and Dymock that it seems evident the Roman line still awaits discovery there.

#### REFERENCE

1. Woolhope Nat. F.C., *Herefordshire*, 126

#### 611. HUNTLEY (BIRDWOOD)-*ARICONIUM* (8 miles)<sup>1</sup>

Like the western road (61) this route was also designed to pass through a narrow gap in the hills about Dursley Cross, on its way to the Roman settlement at *Ariconium*, near Weston under Penyard, and the open lands of Herefordshire.

The road is very direct through Huntley and is well raised, by 1-2 feet, but on entering the hills just beyond it has to adapt its course to the very difficult country and no typical remains are to be expected. The older course of the road at Dursley Cross, just north of the present one, is very narrow and winding and it is there that old paving was earlier reported. At Lea the country opens out again, and a north-westerly course seems to have been laid out, now represented by a lane to near Eccleswall Court and then by hedgerows and a track to Bury Hill on the south side of the site of *Ariconium*, which is situated upon a low swelling ridge of land  $\frac{1}{2}$  mile to the east of Weston village.<sup>2</sup>

Iter *XIII* follows this road as part of its route to Gloucester, giving the total distance as 15 miles, in good agreement with the actual mileage of  $13\frac{1}{2}$ .

## REFERENCES

1. G. H. Jack, *Woolhope Nat. F.C. Proc.*, 1908, 105
2. Rev. E. Holland, *Woolhope Nat. F.C. Proc.*, 1930, 188

**612a. ARICONIUM-ROSS-WALFORD-MONMOUTH** ( $12\frac{1}{2}$  miles)<sup>1, 2, 3</sup>

A road has been thought to run westward from *Ariconium*, perhaps to connect this settlement with Monmouth, and crossing the Wye by a ford between Walford and Goodrich. The present lane from Bromsash past Bollitree Castle to Ross is direct and follows high ground but the original course through Ross is not clear. Beyond, the lane from Ashfield to Walford by Ham Green is reasonably direct and lies on suitable ground well above the Wye until the crossing is approached on the west of Walford village and Goodrich Castle. Beyond the river a lane past the west side of Goodrich village soon falls into the main road to Monmouth, a cleverly placed route which is the only possible one for such a road.

The Antonine Iter *XIII* follows this road, giving the mileage as 11, in good agreement with the actual distance of  $12\frac{1}{2}$ .

## REFERENCES

1. *Woolhope Nat. F.C., Herefordshire*, 127
2. G. H. Jack, *Woolhope Nat. F.C. Proc.*, 1908, 105
3. T. Wakeman, MS. 790/23 in Soc. Ants. Library

**612b. MONMOUTH-USK** ( $11\frac{1}{2}$  miles)<sup>1</sup>

The south-western road from *Ariconium* appears to have been continued beyond Monmouth to Usk, where it forked into the Abergavenny road (62a) and so gave a direct route to Caerleon. From Monmouth the route is thought to have gone through Over Monnow and Wonastow to Jingle Street and then near Dingestow, eventually joining the present main road into Raglan, but the exact course has not yet been ascertained. A very distinct terraceway running through the middle of the fields to the north of the railway, between Jingle Street and Dingestow, may very well be part of it. From Raglan to Usk the present road follows a course suited to the hilly country and may in general represent the Roman road. Part of the last mile into Usk is now a derelict lane above and west of the main road, and this



may well be the original course, as also the final  $\frac{1}{2}$  mile which runs straight into Usk.

Iter *XIII* follows this road, giving the mileage as 11, in excellent agreement with the actual distance.

## REFERENCE

1. T. Wakeman, MS. 790/23 in Soc. Ants. Library

### 613. *ARICONIUM*-ASHTON (NEAR LEOMINSTER) ( $27\frac{1}{2}$ miles)<sup>1, 2</sup>

The place-name Stretford,  $2\frac{1}{2}$  miles south-east of Leominster, and the undoubted alignments of lanes near Stoke Prior, Bodenham, and Withington-Bartestree, make it clear that a Roman road followed this line, though the northern part has sometimes been confused with another road more to the east, through Stretton Grandison (610) which is, however, an independent route.

A road on this course can only have been making for *Ariconium*, and the southern portion must have followed the most convenient route through the hills by Fownhope, Sollers Hope, and Crow Hill to Bromsash in *Ariconium*.

To the north, after getting out of the hills at Fownhope, it would have to follow the edge of the valley to Mordiford, and north of this a link with the first alignment through Bartestree is to be looked for. Sure enough a derelict terraced road, about 15 feet wide, appears  $\frac{1}{4}$  mile beyond Mordiford leading down from the present road towards the southern end of the alignment near Larport and continuing on the flat land below as a faint *agger*. From here to Withington a narrow road follows the alignment, with a parish boundary along it for a mile, and there are indications that it continued beyond the village where the present roads branch off.

From Withington, through Preston Wynne to Bodenham a series of green lanes seems to follow a general line rather west of north. Where this line falls into the road through Bodenham Moor a low *agger* is visible in the last field. After following the course through Bodenham and Bowley the present road bears a little to the east near Risbury Camp, and the old road appears first as a narrow green lane and then as a hedgerow line, with distinct remains of the *agger* where it rejoins the present road again south of Watsets Farm. Then a narrow road follows the alignment closely past Stoke Prior and Stretford to Rowley Field, east of Leominster, where hedgerows and a footpath mark it on to Grantsfield. A deeply sunken lane leads on to Stockton, and then this is continued for  $1\frac{1}{2}$  miles by the course of Stockton Ride, a somewhat sunken lane running along the high ground above the main road past Berrington Hall, to which it descends at Ashton by a much-damaged terraceway.

## REFERENCES

1. Woolhope Nat. F.C., *Herefordshire*, 127
2. J. Davies, *Woolhope Nat. F.C. Proc.*, 1868, 168



614. THE DEAN ROAD. *ARICONIUM*-MITCHELDEAN-LYDNEY  
(13 miles)<sup>1</sup>

The part of this road which has attracted most attention is that which has heavy stone paving where it runs through the Forest of Dean, especially near Soudley and at Blackpool Bridge (Pl. IIa). This paving is uniformly 8 feet wide, rather narrow for a Roman road, but it is notable in being carefully edged with kerbstones which have often been traceable in other parts of its course where it has otherwise been destroyed. Its route is very direct, and as it runs southward from the Roman settlement at *Ariconium* to the coastal road (60a) at Lydney it may reasonably be accepted as a Roman road. We are fortunate in having a fully detailed account of this road, published by A. W. Trotter in 1936, with maps and many photographs of the paving at points where it is not now visible.

The road from Lea to Mitcheldean follows a minor ridge on the east of the higher ground and is a suitable route. Beyond Mitcheldean a minor lane and then a green lane continue the course to Abenhall where the kerbs have been traced. It seems probable, however, that the road continued more directly towards Horsepool Bottom from the church, rejoining the present road there, instead of making two sharp turns as Trotter's account suggests. Then the present road to Little Dean and on nearly to Soudley runs on or beside it, for traces have been recognized at some points. It is unlikely, however, that the bank mentioned by Trotter at the Isolation Hospital is a piece of *agger*, for it is too abruptly high and was formed more probably by parallel hollow ways.

At Soudley the course of the road becomes very plain, crossing the stream just below the railway station by a ford beside the little bridge, and it can then be followed right on through the Forest, bounded by banks spaced widely and with the paved road 8 feet wide showing at many points. Then a minor road follows it, and at Blackpool Bridge a fine piece of the paving has been cleaned and kept on show alongside the present road between the stream and the overbridge of another railway. The road has been traced onward through Cockshoot Wood to Oldcroft, and is followed by a track in which remains of the kerbing have been found. Then it is continued by Soilwell Lane, a derelict green lane in which the paving occasionally appears, to Allaston, from which point to the outskirts of Lydney it runs through fields followed by a footpath, and further remains of the paving have been traced there. It joins the coastal road (60a) near the beginning of its descent into Lydney, and is here accompanied on its west side by a very deep overgrown hollow way, obviously the successor to the older road.

It may be well to emphasize that the present state of the remains is not nearly so





*J. K. St Joseph*

I. RYKNILD STREET (18b) IN SUTTON PARK, BIRMINGHAM, FROM THE AIR, LOOKING NORTH (page 20)



## II. THE DEAN ROAD (614) AND SARN HELEN (69b)

(a) The Dean Road at Blackpool Bridge, Forest of Dean (page 64). (b) Sarn Helen on Cefn y Clawydd, south of Dolgelley, looking north (the left-hand terraceway) (page 87).



clear as when shown by Trotter's excellent photographs, and that allowance must also be made for the growth of the trees since that date, which renders some of the scenes there depicted rather difficult to recognize.

## REFERENCE

1. A. W. Trotter, *The Dean Road* (John Bellows, 1936)

62a. CAERLEON—ABERGAVENNY—BRECON (Y GAER) (40 miles)<sup>1, 2, 3</sup>

62aa. SPUR ROAD AT BRECON (2 miles)<sup>4</sup>

Leaving Caerleon in a north-easterly direction this road soon climbs steeply on to a ridge at Llanhennock and follows this for 3 miles, just on the east of the present road which has obviously been made to avoid the hills. A deep hollow way runs beside it on the east as it ascends to Llanhennock. Near the highest point of the ridge it passes alongside a sub-rectangular earthwork. At the north end the old route has gone out of use for  $\frac{1}{4}$  mile but is marked by a lane and footpath, and then the main road resumes its course through Llangybi to Usk. Here the direct route from Monmouth (612b) joined it.

The road continued northward, and after 2 miles the present main road again leaves it at Llancayo, and the old route follows a direct course very cleverly suited to the hilly country, passing easily between the hills to Bettws Newydd, and then along a high ridge with wide views to the west. At Clytha Park it meets the Raglan—Abergavenny road, which may also be a Roman link though this is not certain; its siting with good northward views is suitable. It is probable that the exact course from this point to Llangattock has yet to be traced, for the present road is very winding, partly on account of the river bends, but beyond Llangattock the course is almost straight to Abergavenny by the present road, situated conveniently above the valley. The name of the Roman fort *Gobannium* is obviously related to the present place-name.

Beyond the town the road continues to follow the north side of the Usk valley in generally straight lengths. About a mile beyond Crickhowell the old course appears to follow a side road which climbs higher up the hill to Cwmgo before turning on to a more westerly alignment that is well-marked by an existing road through Trecastle, where the castle ruins stand close beside it, and then by hedge-rows towards Gaer where it is lost for  $\frac{1}{4}$  mile. Then another lane and track carry it on to Bwlch, the 'pass' by which it crosses a ridge of hills, rejoining the main road for  $\frac{1}{2}$  mile beyond. Then it becomes a rough track along the narrow ridge of Allt yr Esgair, above and east of Llansantffread, descending at the north end to Pennorth as an overgrown hollow way. Then a minor road to Llanhamlech, and



the main road into Brecon mark it, running in short straight lengths, first along a ridge and then along the valley side. Continuing in the same course beyond Brecon it is still a well-marked green lane, with much metalling and traces of the *agger* at some points, following the northern side of the hills till it reaches the conspicuous fort at Y Gaer,  $2\frac{1}{2}$  miles west of the town.

A spur road (62aa) also approached Y Gaer from the north-east, giving direct access to the northern road from Brecon (621). It is marked by the course of a narrow sunken road east of Cradoc, and the hollow of this is plainly visible across a field west of Cradoc where the railway has diverted the present road, and then the farm road follows it to Y Gaer. The road was excavated<sup>4</sup> at a point 950 yards north of Y Gaer, and was found to be 20 feet wide, built of pebbles and broken stone, 1 foot thick, and having rough kerbs of larger stones. There was a camber of 4 inches above the kerbs. Nearer to the fort (200–300 yards) the road was 30 feet wide and 2 feet thick, in places heavily rutted.

The Antonine Iter *XII* follows this road from Caerleon through Usk to Abergavenny, giving the distances as 9 and 12, in good agreement with the actual mileage of 7 and  $10\frac{1}{2}$ . Iter *XIII* also includes the Caerleon–Usk section, giving the same mileage.

#### REFERENCES

1. T. Wakeman, MS. 790/23 in Soc. Ants. Library
2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
3. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93
4. R. E. M. Wheeler, *Y Cwmrodor*, 37, 56

#### 62b. BRECON (Y GAER)–LLANDOVERY ( $16\frac{1}{2}$ miles)<sup>1, 2, 3</sup>

The course of the road west of the fort is plainly marked by a hollow way, passing beside Aberyscir church. The hillside road onward to Trallong may represent it, but the course is uncertain until we reach Trecastle, 6 miles beyond. Here the road is plainly seen, as a minor road, climbing steeply out of the village and then a rough lane on to the ridge of Mynydd Bach Trecastle. After a mile it turns on to a new alignment to the north-west which, save for diversions on the hills, is maintained to and beyond Llandovery. The rough lane becomes a very rough track on the moorland, and in some places the original *agger*, low and rather narrow, 12 feet or so, can be seen beside it.

At the western end of the ridge the road passes right alongside the Roman fort Y Pigwn, and here the *agger* is clearly preserved in places, 15 feet wide. It makes a series of zig-zag alignments of  $\frac{1}{4}$  mile or so in length to get down the steep escarpment conveniently. At some points where the road passes over little shoulders of



rock the later track goes round and the original terrace can be seen perfectly preserved. The narrowness of the road and the absence of a high *agger* show clearly why the roads elsewhere in this district display little, if any, remains of structure.

At Hafod fawr, below the high hills, the road follows an alignment rather more northerly, with a shorter traverse back to the correct alignment, which is resumed for the last  $2\frac{1}{2}$  miles to Llandovery. It is a drivable road all the way from Hafod fawr.

## REFERENCES

1. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
2. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93
3. R. E. M. Wheeler, *Y Cwmrodor*, 37, 56

62c. SARN HELEN (EAST). LLANDOVERY—LLANFAIR CLYDOGAU  
(FOR LLANIO) (15 miles)<sup>1, 2, 3</sup>

The general north-westerly alignment of this road was evidently continued beyond Llandovery, for it is clearly marked by minor roads or lanes nearly all the way to Caio and Pumpsaint, where the Roman gold-mines of Dolaucothi are situated. At a mile from Llandovery, by Cnwc Heiliog, a short piece of the road has gone quite out of use, but is clearly marked by a hedgerow in the usual fashion, though without any signs of construction. After another mile a lane, in part derelict, marks it across a steep valley to the Bwlch trebanau, and again from Porth y rhyd over the hill to Aber Bowland it is a rough lane which shows a typical small Roman zig-zag on the steepest part of the descent.

Near Pumpsaint the road gets clear of the higher hills and turns on to a northerly alignment up the valley of the afon Twrch. It is followed all the way by existing roads or lanes to and through Farmers, crossing the river twice on the way and then a third time at a ford near Cae Caradog where it begins a steep but well-graded ascent of the escarpment of Craig Twrch. It crosses the ridge by a convenient col, being terraced on the steeper parts near the top, with magnificent views, and after clearing the highest ground it straightens on an alignment north-west to Llanfair Clydogau, where the main route of Sarn Helen (69d) is joined. Except for a short piece by the ford at Cae Caradog, which is by-passed by another short lane and a bridge, all this part is drivable with care, which is specially needed at the very narrow and steep southern end.

## REFERENCES

1. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
2. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93
3. M. Marples, *Sarn Helen* (Welsh Outlook Press, 1939), 31

620. BRECON (LLANFRYNACH)—TAF FECHAN (11½ miles)

A road seems to have gone south-east from Brecon to Talybont and then along the high ridge east of the Talybont Reservoir to join the main southern road from Brecon (621) at Taf Fechan Reservoir, a duplication of the other route intended perhaps to by-pass the very high portion over the Brecon Beacons.

The road probably branches from the eastward road (62a) 2 miles east of Brecon, near Groesffordd, and is followed by the present road past Llanfrynach and through Penkelly to Talybont which runs very directly along the south side of the Usk valley. From Talybont it turns southward, climbing quickly on to the hills east of the reservoir as a terraced road, still in use to Pantywenallt, near which the old terrace appears plainly for a little way on the east side of the lane. Crossing a saddle in the ridge it then appears as a well-marked terrace with a rough track high above the reservoir, near the upper edge of the woods, but when abreast of the southern end of the reservoir it has mounted to the crest, where it crosses the ridge and descends Cwm Callan as a terraced lane, rather sunken, which reaches Taf Fechan Reservoir just east of Dol y gaer station. It joined road 621 at a point now covered by the reservoir.

621. LLANDRINDOD WELLS (CASTELL COLLEN)—BRECON—CARDIFF  
(61 miles)<sup>1-5</sup>

Much of the northern part of this route still awaits identification of the exact course, but the parts already known are so definite that it is clear it existed throughout.

From the Fort at Castell Collen, a mile north of Llandrindod Wells, its course appears to be followed for ¾ mile by the existing road from Llanyre to the Wells. Then, south of the town, it has been clearly traced across Llandrindod Common,<sup>5</sup> parallel with the railway and ¼ mile west of it (Pl. III). It shows very plainly upon air photographs as a light streak there, and it is indeed visible in parts on the surface of the rough pasture as a low *agger*, 15–18 feet wide, and as a faint ridge across the fields. South-west of Howey a rough lane marks it on the same alignment, running along a ridge, so that altogether about 4 miles of the road are well established here. The course points towards Builth Road, where it probably turned south-eastward along the Wye valley to a crossing at Builth Wells, for here another straight length of old road leads over high ground to Llanddewi Cwm, and on as a very straight road terraced high above a steep valley till it gets up on to the high



moorland. For some miles further the present road follows the valley of the Honddu and is necessarily winding, but after Llandefelog Fach the course is typically marked again by a hedge and then a derelict lane with traces of the *agger* at some points, leading straight down into Brecon.

From Brecon the road continued almost due south, passing through Llanfaes at its south-western edge, and it is then represented by the very direct Beiliheillic Road which climbs steadily towards the Brecon Beacons. Crossing the little valley of the afon Cynrig directly, it then climbs steeply to Bailea farm and there turns a little west of south to follow the spur, up which it climbs steadily, as a rough track, to pass along the eastern slopes of Bryn Teg.

Beyond the pass the track descends to the Neuadd Reservoir, where it is obliterated, but below the second reservoir it appears again very clearly as a rough terrace, still used as a track along the west side of Taf Fechan, soon being joined by the existing road until it disappears in the Taf Fechan Reservoir not far from the point where a branch road from Talybont (620) must have joined it.

The crowd of railways and works in the valley below the reservoir has obliterated everything on to Dowlais, and the road is next seen on the ridge of Gelligaer Common, where the present road along the ridge from Dowlais Top Station, after getting clear of the old quarries, straightens along the ridge and represents it as far as the hump of Mynydd Fochriw. Here the old track can be seen climbing steeply up, while the modern road goes round. The Roman road went straight on along the ridge of the grassy common but is not visible for some distance, although  $\frac{1}{2}$  mile farther on it is clearly visible as a rough grassy track showing a difference in the rough herbage. At this point, where a side lane comes up from Bedlinog, it joins the present rough but drivable road along the ridge and follows this in very straight lengths all the way to Gelligaer, where it passes close beside the Roman fort and camp.

Beyond Gelligaer the course is less certain, but it seems likely that it continued down the ridge to Penybryn, and then turned south-west, marked by a narrow lane that crosses the valley and ascends to the ridge on the south-west, near Pen y waun. Here it joins a very direct rough track running south-east from Nelson, where it is called Heol Fawr (the Great Track), and this continues right down the ridge to Pandy on the outskirts of Caerphilly. From this town a road goes direct to Cardiff, which, after getting over the hills of Cefn Carnau by Thornhill, runs in notably straight lengths direct to Cardiff Castle and beyond it down to the harbour. This final length must certainly be a true Roman layout, but the part from Nelson to Pandy probably made use of an existing trackway.



## REFERENCES

1. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
2. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93
3. J. Ward, *The Roman Fort of Gellygaer* (Cardiff Nat. S., 1903), 12
4. R. E. M. Wheeler, *Y Cwmrodor*, 37, 56
5. E. Birley, *Arch. Cambr.* 57, 91, 70

622. BRECON (Y GAER)—NEATH (27½ miles)<sup>1, 2, 3</sup>

This road is first seen clearly on the high ground of Mynydd Illtyd, some 2 miles south-west of Y Gaer, where it is pointing towards the fort but has not yet been traced to it. From this point south-westward to the main ridge of Fforest Fawr we are fortunate in having a detailed account by G. D. B. Jones and others,<sup>2</sup> of which full use has here been made, supported by the usual visiting.

Where first seen on Mynydd Illtyd the road is a hard green track of short turf but little if at all raised. Its direction is south-west and, after making a very slight turn there, it follows a rigid alignment across the fields east of Felin Camlais, which brings it diagonally over the crossroads ½ mile to the west of Forest Lodge and points to a lane on the hillside by the farm Gelliau. The *agger*, 15 feet wide, is faintly visible at some points on this line and there are quarry pits beside it. The *agger* is particularly clear, 2 feet high, for 30 yards in the north-west angle of the crossroads mentioned. Traces of the metalling were found at some points across the fields disturbed by ploughing, and then the derelict lane from Gelliau southward takes up the course along the steep hillside as a terrace which is in part derelict and blocked though traceable. It crosses Cwm Du and, after joining a modern drive from Forest Lodge for a little way, climbs steeply up to cross the top of Bryn Melyn first as a terrace and then in a hollow way.

Beyond the summit it is a rough track, passing east of the standing stone Maen Llia, and then the present road joins it for 1½ miles but soon leaves it again, and the Roman road bears south-west, again as a rough track, across the moorland till it crosses the river Neath ½ miles north of Pyll y Rhyd, to the west of Ystrad-felltref. From the ford it climbs again as a rough terrace track, gradually mounting the hillside till it reaches the top and turns south-west again across the moors towards the fort near Coelbren. It is very plain where it comes in view of the fort, the grassy ditches 18 feet apart being clearly visible from it as they descend the moor, and the *agger* can be seen running right up to it.

On leaving the fort a new alignment more southerly is marked by the present road through the mining settlement at Banwen, but where the road mounts the



steep hillside surface mining operations, or possibly natural landslips, have destroyed everything and the present morass appears to be quite impassable. Beyond this the road follows the crest of the long Hirfynydd ridge throughout its length of 6 miles as a rough track, descending steeply at the southern tip of the ridge by Lletyrafel to Aberdulais on the outskirts of Neath, but this part of the route is difficult of access and was not visited. It is described by M. Marples<sup>3</sup> as being followed along the ridge by a wall and parish boundary, and to be conspicuous at intervals, sometimes with paving and sometimes as a terraced causeway, and occasionally disappearing in boggy spots.

## REFERENCES

1. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93
2. G. D. B. Jones and boys of Royal Grammar School, High Wycombe, MS. report in Ordnance Survey Library.
3. M. Marples, *Sarn Helen* (Welsh Outlook Press, 1939), 37

623. CARMARTHEN–LLANDOVERY–LLANDRINDOD WELLS (CASTELL COLLEN) (50½ miles)

A road left Carmarthen in an easterly and then north-easterly direction. This road forked from the main northern road, Sarn Helen (69d), ½ mile out of the town and follows a very straight course as a terrace road, well up on the steep hillside, along the north side of the valley of the Tywi. East of Llanegwad a hilly ½ mile is deserted by the main road, and from this point onward for some miles the original road is frequently represented by a minor lane, usually on higher ground, which lies north of it to Broad Oak, then south of it, and again north of it through Pen y banc, north of Llandilo, and right on to Aber Morlais near Llangadock.

This old route is very direct, often following short straight alignments designed to keep along the ridges. At its western end, from the main road bridge at Glan Dulas to Dryslwyn post office, its course is plainly indicated across the fields by a row of old trees and a bank, taking up the line to the beginning of the old lane opposite the post office. Halfway along, at a fork ½ mile north of Glan Brydan Park, a fine piece of *agger*, some 45 feet wide and 2 feet high, is plainly visible, cutting across the corner of the field just north of the fork where the present road bends a little south of it. The old road is also very plain, and in part well raised, where it is now derelict at its eastern end on the approach to Aber Morlais Park where the main road rejoins it. A similar course is followed east of Llanwrda by a lane just above the present road, and then the drives of Ystrad House mark it.<sup>1</sup> Just west of Llandovery it meets the east-west road (62), and probably the two made joint use of a bridge for crossing the Tywi.



Beyond the crossing the road continued on a north-easterly alignment, followed for 2 miles by the present main road. Just beyond the town it passed the site of a Roman fort situated by the church, which stands on a hillock above the road, and it runs on a terrace along the west side of the afon Bran which is crossed at Pen y bont. Then at Newydd Fach, after rounding the hill, the main road leaves the alignment which is continued by a minor lane that mounts steeply on to a ridge and then follows it past Cefn House and for some miles onward, along Cefn Llwydlo, where it is a rough track between wide-spaced banks proceeding very conspicuously through the forest land. From Gelli Crugiau a minor road follows it again to a point opposite Glan Cammdur, a mile west of Llangammarch Wells.

Here it turned northward, crossing the Irfon by a ford and proceeding on an alignment well-marked first by a rough lane, then a cart track, and after a mile by a minor road to Beulah. The alignment, followed by the present road, seems to have continued to the hillside north of the hamlet before turning north-east again towards Llandrindod Wells. The road now has to pass through very difficult hilly country and appears to twist continually, but its general direction seems to be planned on three main alignments ending at Cross Roads, Newbridge on Wye, and Llanyre, the last, following high ground, being especially clear, and at the end of it Castell Collen is in view  $\frac{1}{2}$  mile ahead. What appears to be a short piece of the original road, some 18 feet wide, can be seen in the field north of the present road at the turning beyond Llanyre, well below the level of the modern road where this begins to turn towards Llandrindod Wells, and pointing directly at the fort. This modern road makes an extraordinarily circuitous course from Llanyre into the Wells, and the reason appears to be that it made use of parts of the two Roman roads leading southward from the fort, 623 south-westward through Llanyre and 621 southward towards the Wells.

For the main road Sarn Helen (69d) northward from Carmarthen, see p. 89.

#### REFERENCE

1. *Carmarthen Antiq. S. & F.C. Trans.*, 12, 89

#### 63a. STRETTON GRANDISON-KENCHESTER (12 $\frac{1}{2}$ miles)<sup>1</sup>

A very well-marked line of Roman road runs almost due east and west just to the north of Hereford, keeping on high ground and passing through the Roman town at Kenchester (*Magna*). East of Yarkhill its course is lost, but it would have met the road through Stretton Grandison (610) only two miles beyond and it seems clear that it must have led there, for there was another small settlement at that point.



West of Yarkhill a line of hedgerows and a footpath mark it, and then, after an interval of a mile past Shucknall, a straight road begins at a railway bridge and continues westward, with only one short break in the grounds of New Court, all the way to Kenchester and beyond. Except where a main road follows it over Lugg Bridge it is generally a narrow and unimportant road but the line is remarkably well preserved. At Lugg Bridge a slight turn is made from south of west to north of west, and this alignment is then followed through Holmer and Stretton Sugwas to Kenchester. The last section of it beyond Stretton is now blocked by an area of wartime hutments. Parish boundaries follow this road continuously for nearly 4 miles from Lugg Bridge to near Stretton.

## REFERENCE

1. Woolhope Nat. F.C., *Herefordshire*, 125

63b. KENCHESTER-CLYRO-BRECON (31½ miles)<sup>1</sup>

The east-west road continued right through the Roman town *Magna* at Kenchester, where its structure was examined during the excavations there.<sup>2</sup> The road had stone-built drains 30 feet apart, but was divided by a central drain, 2 feet wide and 1 foot deep, into roads 15 and 12 feet wide. The metalling of coarse gravel was surfaced with finer, 3 feet thick in all, with a foundation layer 2½ feet thick held by kerbs of rough masonry.

Beyond the town its alignment is followed by the present narrow road past Bishopstone as far as the park of Garnons, where the *agger* is plainly visible, and it was examined in front of the house, revealing the foundation 8 feet wide at a depth of 18 inches.<sup>3</sup>

On leaving the west side of the park it is again very clear across the fields, some 2 feet high even where ploughed over, and then the present main road closes with it and takes up the alignment to high ground just west of Staunton on Wye. A parish boundary follows it through Garnons to this point. A slight turn to north-west occurs here to keep clear of the Wye, and across the low ground to Willersley and Winforton, through which it turns west again, the present road twists a lot and only represents the course generally. Just beyond, at Whitney, it comes close beside the Wye as a terrace road where the hills fall steeply to the river, and this dictates its course, followed by the present road, through Rhydspence, where it enters Wales, as far as Lower House Farm, ¾ mile east of Clyro.

Here it probably turned south, marked by the lane to Boatside Farm, close to which it passes the Roman fort at Gaer, before crossing the Wye at Hay and then following a route along the south side of the valley, marked by a minor road for



$\frac{1}{2}$  mile and then by the main road, which is very straight to a point near Glasbury. Here the railway has evidently interfered with the original course of the road, which still exists in part as a minor lane east of the line, but from Aberllynfi onward through Bronllys to Felin fach the main road runs in straight lengths along the north side of the afon Llynfi and Dulas valleys, and this whole route from Hay is based convincingly upon alignments. Then in the  $\frac{1}{2}$  mile between Felin fach and Pen isaf waen the road curves, but a hedgerow line and traces of the old road mark it on the east side. It crosses the modern road at Pen isaf waen, and a new alignment begins, clearly marked by a green lane, then a gap across some fields where traces of the *agger* can be made out, especially where it rejoins a lane at Lower Penwaen, and then by a minor road and another piece of green lane, finally rejoining the main road  $\frac{3}{4}$  mile from Brecon, and the present road then follows it to its junction with the north-south road (621) in Brecon.

## REFERENCES

1. Woolhope Nat. F.C., *Herefordshire*, 124
2. G. H. Jack, *Woolhope Nat. F.C. Proc.*, 1912, 177
3. *Woolhope Nat. F.C. Trans.*, 33, 267

630. TILLINGTON-KENCHESTER (*Magna*)-ABERGAVENNY ( $25\frac{1}{2}$  miles)<sup>1, 2</sup>

A road left Watling Street (West) (6c) near Burghill Lodge by Tillington, but the first mile has not been traced. Then at Tillington a straight road marks it all the way through Credenhill to Kenchester. Here it crosses the east-west road (63a) and, turning south for  $\frac{1}{2}$  mile, is marked, approximately only, by the course of hedges and a short lane towards the Wye, and then beyond it by a line of hedges with parish boundary, resuming a south-west alignment. The structure of the road was examined near Kenchester and found to have a base of 9 inches of concrete, then a layer of boulders 4 inches thick with  $1\frac{1}{2}$  inches of sand on top as packing, and over this a surfacing of 2 inches of gravel.<sup>3</sup> It was traced through the fields of Old Weir where it was 15 feet wide, of gravel 12 inches thick, and lay 12 inches below the surface, and it led to a crossing of the Wye at Huff Pool.<sup>4, 5</sup>

It is next marked by a straight but narrow road known as Stone Street, with a parish boundary for  $1\frac{1}{4}$  miles, but, unfortunately, part of this near Street House Farm, Madley, is obliterated by an aerodrome. The road is slightly raised near Brampton but is then sunken. Just beyond Brampton it makes some bends in crossing the abrupt little Brampton Hills which are probably original, for the alignment is resumed to the next ridge at Kerry's Gate where this occurs again. On the descent from this ridge the road probably lies in the fields east of the little valley down



which the present road runs, crossing the river Dore at Moorhampton. The course is then not certain, but definite remains of the road were uncovered many years ago in the railway yard at Abbey Dore more or less parallel with the railway line, and this seems to show that it must have followed the valley to Ewyas Harold and Pontrilas. The road here was of rough stones set on edge, 13 feet wide but without kerbs.<sup>6, 7</sup> From its general direction from Kenchester and from its inclusion in *Iter XII* it seems certain that the road was making for the Roman fort at Abergavenny, and it has been assumed that the present main road along the valley marks its course. This may well be so, but there is also a ridgeway route, parallel with this on the south, leaving the other at Llanigua, near Pontrilas, and running along the top of Campston Hill towards the southern slopes of the prominent hill Skirrid Fawr, which could have reached Abergavenny on that side, and more investigation is needed here.

The distance of 22 miles given in the *Iter XII* is in excellent agreement with the actual mileage, 22, from Kenchester.

#### REFERENCES

1. Woolhope Nat. F.C., *Herefordshire*, 123
2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
3. G. H. Jack, *Woolhope Nat. F.C. Trans.*, 1918, ciii
4. H. C. Moore, *Woolhope Nat. F.C. Trans.*, 1902-4, 160
5. H. C. Moore, *Woolhope Nat. F.C. Trans.*, 1893, 60
6. H. C. Moore, *Woolhope Nat. F.C. Trans.*, 1901, 190
7. G. H. Jack, *Arch. Cambr.* S6, 9, 154

### (iv) Central and North Wales with Sarn Helen

#### 64. WROXETER-FORDEN-CAERSWS-TREFEGLWYS (43½ miles)<sup>1, 2</sup>

A western road led from Wroxeter to the south of Shrewsbury, through Meole Brace. It took off apparently from the southern end of the Severn crossing on Watling Street (West) (6b) on a course to the north of Berrington not yet ascertained. From King Street it is represented by a line of hedgerows, footpaths, and lanes, past Betton Abbots and Betton Strange to Sutton. Here the Shrewsbury bypass now occupies its course to Meole Brace where the road begins a long alignment almost due west. It is followed at first by Meole Lane and Mousecroft Lane, although here much distorted, and then by a long succession of green lanes and hedgerows, with a break for ½ mile where the Shrewsbury-Great Harwood road crosses the alignment. Just north of Cruckton the Shrewsbury-Westbury road takes up the line and at the angle where the green lane joins it a distinct trace of



the *agger* is visible on the south side. The road is somewhat winding as far as Yockleton but is then very straight and a little raised towards Westbury.

Beyond the village it is followed by a narrow lane, twisting at first but soon running in straight lengths to suit the ground, as it climbs steadily and fairly steeply through Vennington and Vron Gate on to the Long Mountain, along which it runs for several miles accompanied for 2 miles by a parish boundary. It enters Wales on Heldre Hill and here turns south-west to follow the ridge, a fine piece of the *agger* being visible on the north-west side of the road in a slight bend, 15 feet wide and 1-2 feet high.

For quite a long distance on the ridge there are traces of the damaged *agger* beside and partly under the present narrow lane, which has very wide rough verges. The road is quite drivable throughout, but great care is needed at the south-west end of the ridge where it descends very steeply to Kingswood. In the last part of the descent it is joined by Offa's Dyke, which (as with Wansdyke elsewhere) seems to have made use of it.

The Dyke continues straight on by Kingswood along the east side of the road to Montgomery, but it seems probable that the Roman road took a direct course from Kingswood to Forden church, keeping to the west of a deep gully and stream as a footpath now does, and then continuing along the present road past Forden station. Its course is lost near the crossing of a stream, but then the road follows it again, passing close to the east side of the Roman fort, now known as Forden Gaer, or formerly Caerflos.

The road that runs close to the railway then marks it, as a valley-side road, but from Goronddu through Green Lane an older and hillier road probably follows the course for  $1\frac{1}{2}$  miles to Abermule. Then the main road, running in very straight lengths, must mark it right on through Newtown to the corner at Red House,  $1\frac{1}{4}$  miles east of Caersws, for at this point the *agger* becomes very clear in the fields, cutting straight across them towards Caersws, free for a few yards in the field and then accompanied by a hedgerow, and it appears thus again as it reaches the village.

The road seems to have passed straight through Caersws a little to the south of the Roman fort, for it appears again  $\frac{1}{2}$  mile to the west as a lane and then with traces of the ridge in the fields, running just to the north of a steep little hill. Another lane then takes up the line to near Cuffiau, and, where this turns sharply the old course can be seen continuing through the fields to join the present road just before reaching Gleiniant, in Trefeglwys, where it is lost.

#### REFERENCES

1. H. E. Forrest, *Shropshire A. & N.H.S. Trans.*, 49, 90, 94
2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95



642. CAERSWS-NEW HOUSE ( $2\frac{1}{2}$  miles)

This road has been traced from Caersws in a north-easterly direction, marked by traces of a faint *agger* and scattered metalling through the fields. It is represented first by a side street in Caersws, just south of the fort, and after  $\frac{1}{2}$  mile by a minor road for  $\frac{3}{4}$  mile. Just before reaching New House it turned due north, passing through the farm there, and the low *agger* is clear through the field beyond the farm. It seems to be making for the high ground by Celynog Hill.

643. CAERSWS-CARNO ( $5\frac{1}{2}$  miles)

This road appears to have left the north-west gate of the fort, being followed by the straight modern road to Pontdolgoch where a short piece at the river crossing has gone out of use. Then the road through Clatter (delightful name!) no doubt marks it, for a little way beyond, at Oerffrwd, the older road can be clearly seen climbing as a terraceway to a higher level on the hillside past Trawsgoed, before descending again to the modern road at Frankwell and Carno. The eastern part of this terrace has evidently been widened for modern use before the present road was made, but towards Frankwell it seems to have escaped this, and a short piece near Trawsgoed shows a distinct *agger* 18 feet wide just before the crossing of a small stream. The road was probably continued to Machynlleth and the fort at Pennal, but this has yet to be proved.

66a. CHESTER-FFRITH-BALA-CAER GAI ( $40\frac{1}{2}$  miles)<sup>1, 2, 3</sup>

From Ffrith south-westward this road is well indicated by existing roads and lanes almost throughout, following the same general direction, and since this seems evidently to come from Chester it is reasonable to assume the existence of a through route.

Leaving Chester from the south gate and bridge, the route probably branched from road 6a, and is now represented generally by the road through Lache to Dodleston, although this is much distorted. At Balderton the route passes the southern tip of the former estuary area, and here the road to North Wales (67a) probably branched off.

There is then a gap of 4 miles across low-lying ground from Dodleston to Caer-gwrlle, where the hilly country begins abruptly. From Abermorddu, just south of

Caergwrle, a winding road crosses the hills to Ffrith, situated at the meeting-point of several deep valleys. From here the well-defined part of the route begins, first as a lane climbing steeply out of the western valley, and then as a lane along a minor ridge to Bwlchgwyn, where the main road takes up the course for several miles to Pen y Stryt and for  $\frac{3}{4}$  mile beyond, being marked by a deep hollow way on the north side of the present road beyond Pen y Stryt.

Then the course is followed by minor roads, usually along a ridge, until, just north of Corwen, it is rejoined by the main road. At one point, Rhoslydan, where the present lane curves to the north at a small saddle in the ridge, there is a distinct *agger* crossing the fields upon the original line, and for quite considerable distances there are traces of an *agger* in the road verges.

Soon after the main road rejoins it, the line reaches the park of Rug, and from the lodge gate a very clear *agger* is visible under the trees leading straight on into the park, and farther on there are more traces, as a terrace and hollow, just before it reaches the main road again. Beyond Druid the present road may mark it to Glan yr afon, and then an older road, climbing to higher ground on the north slope of the valley as a terrace road, follows the course for several miles to Bethel, on the saddle at the valley head. Here the present road marks it for  $\frac{1}{2}$  mile, but an older terrace soon appears again above the road on the north side, and this is the old course on to Sarnau, continued by hedgerows and a footpath for a further  $\frac{1}{2}$  mile to Cefnddwysarn where the present road is again rejoined. A short length of derelict road appears again, on the south side this time, just before the valley of the Dee is reached at Tre'r llan.

The straight main road then follows it through Bala and along the northern shore of the lake, but  $\frac{1}{2}$  mile before reaching Caer Gai the older course appears once more as a terrace above the present road, passing some forestry cottages and leading straight up to the farm and fort site of Caer Gai, situated on the tip of a hill ridge.

#### REFERENCES

1. *Arch. Cambr.* S3, 1, 11
2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
3. W. J. Hemp and H. C. Irvine, unpublished information

#### 66b. CAER GAI (NEAR BALA LAKE)-DOLGELLY (COED) (12 miles)<sup>1, 2, 3</sup>

This section of the road is very clearly to be seen at quite a number of points. The course of it down the hill from the fort is marked by a hedgerow and traces of the road, and then the present road follows it to Pen y bont, near Llanuwchllyn. A



hedgerow and then a lane mark it over higher ground west of the village and the present road, but at Pont Rhydsarn,  $1\frac{1}{4}$  miles beyond, the main road rejoins it for a few yards to the railway bridge. Across this the Roman road appears finely, as an *agger* some 15 feet wide and 1-2 feet high, crossing some rough ground south-east of the present road, and it is clearly marked by an old lane and hedgerows, with traces of the *agger*, until it rejoins the main road at Pant gwyn, just at another railway bridge. The *agger* is clearly seen for a few yards *between* the road and railway just east of the bridge.

For the next mile the straight modern road probably follows it, but after this it reappears on the opposite (south-east) side of the stream and railway as a narrow terrace, so damaged and faint in places as to show its age. Although widened and remade in some parts, it is traceable for most of the way to Drws y nant, and again at rather a higher level from Lletty Wyn to Pont Helygog, after which it is still used as a straight but very narrow road to Brithdir, and then as a winding one to Coed,  $1\frac{1}{2}$  miles east of Dolgelly, where it would have met the main north-south road, Sarn Helen (69b).

## REFERENCES

1. *Arch. Cambr.* S3, 1, 11
2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
3. W. J. Hemp and H. C. Irvine, unpublished information

## 66o. ROAD AT HOLT (3 miles)

A legionary factory for tile-making was established on the west bank of the river Dee just to the north of Holt. A road has been traced upon an east-west course near the factory site, and is followed approximately by a lane and footpath with traces of the *agger* for a mile westward from the site. To the east it may have crossed the Dee to Farnndon and then have continued by the course of the present road towards Barton, to connect with the main road 6a. Its course further westward is not known.

67a. CHESTER (EATON HALL)-ST ASAPH ( $27\frac{1}{2}$  miles)<sup>1, 2</sup>67aa. BALDERTON-HAWARDEN-HALKYN-HOLYWELL ( $16\frac{1}{2}$  miles)<sup>3, 4</sup>

It is certain that a road connected Chester with Caernarvon, for it appears as Iter XI in the Antonine Itinerary, with intermediate stations at *Kanovium* (Caerhun in the Conway valley) and *Varae*, which is now considered to be at St Asaph, for the mileages then fit reasonably.



Any road leaving Chester for North Wales must first get round the end of the low ground which was formerly part of the Dee estuary, and this involves going 4 miles to the south-west, as far as Balderton, near Dodleston, before the turn westward could be made. Thus the first part of this route shared either the road from Chester through Lache which probably formed part of the south-western road (66), or the main southern road (6a) as far as Eaton Hall.

A drive from Eaton Hall, forming the continuation of Belgrave Avenue there, near which some actual remains of a Roman road were earlier traced<sup>5</sup> runs westward to Balderton. This drive follows slightly higher ground and passes just to the south of the tip of the old estuary at Balderton, continuing on to Broughton and then as the main road to Hawarden. At Bretton, too, just east of Broughton, began the long straight road, now obliterated for a mile by an aerodrome, which follows the south-western shore of the estuary right on through Flint. This straight road is very probably Roman, at least as far as Bagillt and Wal Wen beyond Flint, but the Hawarden road leads on to Northophall, then by an older road, now a minor one, to Northop, and thence by another minor road through Halkyn and Pentre Halkyn to Holywell, following the higher ground with fine views to the north. It is quite likely that both routes were used.

Near Holywell we reach certainty again, for a further alignment of roads and lanes has been traced on a westerly course from Greenfield to St Asaph and again westward for some miles more, showing that the coastal road must have turned inland at Greenfield, making as directly as possible for Caerhun. The route is clearly marked by footpaths and lanes, with traces of the road, from Greenfield to Golch, where it crosses the main road diagonally and then climbs steeply through Gorsedd followed by a minor road. A short length of much-damaged *agger* is visible just west of the main road in some rough ground formerly a small copse.

Just beyond Gorsedd the main road follows the alignment for 2 miles, and then at the Traveller's Inn hedgerows continue on the line for  $1\frac{1}{4}$  miles till a minor road joins it again and descends a steep hill to merge with the main road at Rhualt. The road was examined recently halfway between the Inn and Bryngwyn Bach<sup>6</sup> and two sections were dug, disclosing three successive stone surfaces and a width of about 13 feet. Beyond Rhualt the road continues across fields and appears as a distinct wide *agger* about 200 yards to the south of the roundabout at Waen Gate, on an alignment that would pass just to the south of St Asaph. The Roman site, thought to be that of *Varae*, lies near the river Elwy here.

The Antonine Iter *XI* follows this road from west to east, giving the mileage for the last stage from *Varae* to *Deva* as 32, in reasonable agreement with the actual mileage of 29 if continued into Chester by Lache (66a), or of  $31\frac{1}{2}$  if it had continued eastward from Balderton to Eaton Hall on road 6a and thence into Chester.





*J. K. St Joseph*

III. LLANDRINDOD COMMON (621) FROM THE AIR, LOOKING NORTH  
The road is indicated by a narrow light strip (page 68).



IV. ROADS ON HIGH MOORLAND, AT CROASDALE (7c) AND BROWN RIGG (74).

- (a) The western main route to the north above Croasdale, Forest of Bowland, looking north-west (page 111).  
 (b) The remarkable high-level road High Street, on Brown Rigg above Ullswater, looking north-east; low agger between grassy ditches (page 120).



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2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
3. Miss M. V. Taylor, *Arch. Cambr.* S6, 10, 439
4. Miss M. V. Taylor, *Flintshire Hist. S. Publ.*, 9, 81
5. W. W. Ffoulkes, *Arch. Cambr.* S3, 1, 240
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67b. ST ASAPH-TYN Y GROES (FOR CAERHUN) (17½ miles)<sup>1, 2, 3</sup>

Almost from the bank of the river Elwy a straight road leads westward towards Bettws yn Rhos for 5½ miles, accompanied for much of the way by county and parish boundaries, the layout being certainly Roman. At a point 2½ miles east of Bettws the present road bears south-westward towards the village, but a lane continues upon the alignment for a further ½ mile to the farm Gwreiddyn. Here, on high ground, a line of hedgerows, perhaps with traces of the *agger*, turns south-west towards Bettws.

The road now enters very broken hilly country and a straight course is impossible. Nevertheless, a very direct series of minor roads continues the same general direction, by Coed Goch, Dawn, Chewffordd, and Graig to Tal y cafn. Here the route reaches the river Conway at a point where hard ground comes quite close to the banks although the river is still tidal for some miles upstream. The place is a natural crossing-point, and it is quite certain that the Romans used it for their road, since it is again seen on the high ground to the west making for this spot through Ro Wen and Tyn y groes. At or near the latter the southward road (69a) must have begun its long course, passing in a mile the fort at Caerhun.

Iter XI followed this road, the mileage of 18 being in good agreement with the actual distance, 18½, including the approach to Caerhun.

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2. H. E. Forrest, *Caradoc & Severn Valley F.C. Trans.*, 8, 95
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67c. CAERHUN (TYN Y GROES)-CAERNARVON (20½ miles)<sup>1, 2, 3</sup>

The westward continuation of the road from the Conway valley appears to be represented by the existing road direct from Tyn y groes to Ro Wen, which climbs

rather steeply over an intervening ridge. Then, after passing through Ro Wen, it climbs very steeply up the lower slopes of Tal y fan, but soon turns a little to the south-west along the hillside with a very regular gradient, as a terrace road or lane. It passes over the ridge by the Bwlch y Ddeufaen and descends the gentle slope beyond as a rough track sometimes slightly sunken, about 9 feet wide, and edged in places with large stones. At the steep descent it becomes a very clear but narrow terrace and zig-zags down the steepest part, becoming a rough lane below as it descends to Gorddinog.

Having got through the hills the road now turns south-westward, parallel to the coast, but it is not followed by the present main road. The course appears to have lain a little farther up the hillside and is probably marked by hedgerow lines to the south-west of Aber, almost midway between the main road and an old lane higher up the hill, especially to the west of Tyn yr hendre. Short pieces of lane at Maes y groes and Waen wen seem to mark it, followed by a long line of walls and hedgerows between Tyddyn Heilyn and Llanddeiniolen. Traces of the road were earlier reported as having been found near the rectory there, which stands on or close to the line at the west side of the hamlet. Another long series of hedgerows and footpaths then seems to mark the course till near the farm Glan yr afon, followed by the present road towards Erw pwll y glo. Then it appears to have crossed the fields directly towards Caernarvon, for remains of it were found in the second field to the south-east of the farm Caegarw on the eastern outskirts of the town, pointing towards the site of the earlier fort, which was situated on the high ground to the south-east, where its remains can still be seen.

The whole of the last section from Waen wen through Llanddeiniolen to Caernarvon is magnificently sited, following the ridge between the rivers Cadnant and Saint (or Seiont), generally with a clear view of the highlands to the south-east.

Iter *XI* follows this road and the mileage of 24 is in reasonable agreement with the actual distance, 21½, including the approach to Caerhun.

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#### 68. CAERNARVON-FFESTINIOG (TOMEN Y MUR)-CAER GAI (34 miles)<sup>1, 2, 3</sup>

A road left the fort of Caernarvon (*Segontium*) in a south-easterly direction in order to link it direct to the next fort at Tomen y mur, 2 miles south of Ffestiniog, on the main north-south road known as Sarn Helen (69). For the first 4 miles it is



represented by the main road, which runs in straight lengths as far as Waenfawr, but beyond this its course becomes doubtful and the remains of a derelict railway provide plenty of false clues, although the true nature of its earthworks still remain quite evident. To the south of Bettws Garmon it has been suggested that the course lay to the west of Llyn Cwellyn, where there are some clear traces of a narrow terrace along the lake shore, but it seems doubtful now if there was ever space for this to reach the north end of the lake at the foot of the rocky cliffs, though conditions may have changed. Then again between Rhyd ddu and Beddgelert the route may have followed a terrace lane high up on the western slopes, passing near the farm Meillionen, before descending to Beddgelert and Aberglaslyn Pass.

Beyond the pass the route is probably represented by a series of very hilly lanes from Nantmor through Bwlchgwynnog and Croesor to Tan y bwlch and Maentwrog, well to the east of the present main road, and then by the course of the older road which climbs steeply to Gelli lydan, where the main road is rejoined for  $\frac{1}{2}$  mile. A lane leads directly from this to join Sarn Helen (69a) a little to the north of the fort of Tomen y mur.

A continuation of this road has now been traced south-eastward to the next fort at Caer Gai, near Bala Lake, traversing wild country almost throughout its course. The course of the road in this section has been examined in detail by Colonel H. C. Irvine, F.S.A., who has most kindly made his description of it available in advance of its intended publication shortly, and from it this abridged account has been prepared.

From the south-east gate of the fort at Tomen y mur the road followed a direct line south-eastward, crossing the stream Nant Tyddyn yr yn where a ramp of the bridge was found,<sup>4</sup> and soon appearing as an *agger* where it passes at an acute angle under a boundary wall. It then passes close along the south side of a barrow and then on the north of two more barrows. After crossing an overgrown field the course is continued, slightly more easterly, by a road which soon turns more to the east and then has a row of the distinctive Roman quarry pits along its north side. The original road is here a grass track some 8 feet wide, between the pits and the present road which continues to the farm Dol Belydr, about  $1\frac{1}{4}$  miles from the fort.

Turning south-east again, the course is next marked by a wet hollow way and then an old road to the farm Dolddinas, beyond which it has to curve round some wet ground, marked by a track, until it passes along the east side of Llyn Hiraelthlyn as a 7-foot-wide ledge at a high level.

Beyond the lake its course is uncertain over some broken ground and the crossing of the afon Prysor, but it probably passed just to the south of Bryn Celynog farm. Here there are two possible routes eastward; one would have crossed the Prysor just east of Dolhaidd farm, proceeding eastward up the slope beyond it, where a crop-mark has been noted, and then following a track along the southern



slopes of Moel Uchaf Dolhaidd; the other route is marked by a narrow terrace descending from the site of Castell Prysor (a Norman motte), which appears to stand upon its line, until near the Prysor which would have been crossed nearby ( $\frac{1}{2}$  mile north-east of the other crossing), and then ascending from the farm Darngae as a very clear terrace, 8 feet wide, which climbs very steeply indeed but with an even gradient, up the steepest northern side of Moel Uchaf Dolhaidd, turning then southward across the ridge to join the other route. Of the two the southern course seems the more likely as it is easier and follows the direct general line.

About  $1\frac{1}{4}$  miles east of Dolhaidd the road becomes plain again, first as a hollow track along the south side of a boundary dyke and then as a terrace clearly marked by white bent grass, passing round the southern shoulder of Moel y Slates, some 12 feet wide. The foundations of a small building were noticed beside the road near the highest point on its course, for it is here crossing the watershed. A good view of its course south-eastward is now obtained, and under certain conditions of light it has been seen very plainly as a straight line across the moor, until the final short stretches up the hill to the watershed, about 8-10 feet wide, an indication that the route is certainly Roman, but it is often quite invisible.

The road next follows a course marked by a track or boundary wall, often with distinctive rough grass upon it, and some quarry pits appear in places. It continues in the same direction until past the hill Foel Ystrodur bach, where there are more quarry pits, and then turns eastward but is lost in peat for  $\frac{1}{2}$  mile. Then it is clear again, and more pits are visible on its descent to the afon Erwent where, on the west bank, a good section of the road is exposed, 8 feet wide, of pebbles 3-4 inches long and laid to a thickness of 10 inches. About  $\frac{1}{4}$  mile beyond the stream, on the top of the next ridge, about 20 yards of the original road surface is still in good preservation, paved with slabs and 10-12 feet wide between the remains of kerbs.

The road is now marked by tracks and lanes, in a general south-east direction but winding to suit the ground, for the next  $2\frac{1}{2}$  miles by Trawscoed, Cefn Perfydd, Brynleek and Nant y Deiliau farms, at which point it is only  $\frac{1}{2}$  mile from the fort at Caer Gai. This final length is now lost, but may have gone straight across fields a little to the north of Braich y Ceunant, marked by an old field bank and short piece of lane, until it joined road 66b about 170 yards outside the south-west gate of the fort.

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2. *Cambrian Arch. Ass. Centenary Vol.* (1946), 93
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4. C. A. Gresham, *Arch. Cambr.*, 93, 192



- 69a. SARN HELEN. CAERHUN (TYN Y GROES)—BETTWS Y COED—  
FFESTINIOG (TOMEN Y MUR) ( $24\frac{1}{2}$  miles)<sup>1, 2, 3</sup>  
69aa. TREFRIW—DOLWYDDELAN (8 miles)

Although the main north-south road between the Welsh highlands and the coast doubtless began at the important fort of Caernarvon (*Segontium*) and is represented by road 68 as far as Tomen y mur, yet the title of Sarn Helen is attached to parts of the road that begins in the Conway valley and goes over the hills between Bettws y Coed and Ffestiniog to Tomen y mur where the other road joins it.

This road no doubt branched from the north-coast road (67) at or near Tyn y groes, just west of the point where that road crossed the Conway valley. One mile to the south it passes the Roman fort *Kanovium* at Caerhun and, although its exact course has not been proved, and is certainly lost across the low-lying  $1\frac{1}{2}$  miles between the fort and Dolgarrog, with two river crossings, it must be represented generally by the present road from that place as far as Trefriw, for the steep hill-side precludes any other route.

At Trefriw the road appears to divide, the main route continuing as a valley-side terrace to Bettws y Coed, where it turned west for  $\frac{3}{4}$  mile and then south-west as a narrow lane from Pentre du to Pont y pant and Dolwyddelan. But another route (69aa), climbing steeply over the hills at Trefriw south-westward, is marked by tracks and lanes to a crossing of the afon Llugwy about  $1\frac{1}{2}$  miles west of the other, at Ty Hyll,\* close to the small Roman fort known as Bryn y gefeiliau or Caer Llugwy for whose use it was doubtless added, and it then proceeds over the moors south-westward, as a very rough track, direct to Dolwyddelan.

The main route from Pont y pant is thought to have approached Dolwyddelan along the south bank of the river close to the railway, which has partly obliterated it although part remains in use as a lane. Then at the village the routes reunite and the road turned southward along the west side of the deep and narrow valley of Cwm Penamnen where traces of it have been observed. At the head of the valley the road has to make a prodigious climb almost straight up the hillside, turning eastward near the top in one long traverse before going south again, where it has been seen on the moor just before some slate workings at the head of Cwm Penmachno cover it.

Beyond the quarries it is visible again over the moor, and it then drops very steeply down the southern end of the ridge to cross the afon Gamallt, easing the steepest part of the descent by small zig-zags. South of the stream it becomes very plain as a derelict road, 9 feet wide, which can be followed southward, often ter-

\* 'The Ugly House', so called because it is mainly built of large uncouth boulders.



raced, until it crosses the Ffestiniog-Bala road, near which it is still used as the approach to some buildings, and it is then followed by a minor road to Pont Newydd, south of Ffestiniog. It seems to have gone on about  $\frac{1}{2}$  mile westward, perhaps by the course of the lane to Cynfal fawr farm, before turning abruptly southward up the hillside towards Tomen y mur, where it is plainly marked by a deep hollow way and then by a lane continued by a rough track which passes a little to the east of the fort. This is finely placed upon an outlying hilltop with the prominent Norman castle motte dominating the scene within it.

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69b. SARN HELEN. FFESTINIOG (TOMEN Y MUR)—DOLGELLEY—  
MACHYNLLETH—PENNAL (29 miles)<sup>1, 2, 3</sup>

For the first  $\frac{1}{2}$  mile from the fort the course of the road is uncertain, though it may be represented by the track past it on the east, and lanes between Pont Islyn and Trawsfynydd, nearer to the railway than the present road, may then mark it. South of Trawsfynydd the long straight main road is *not* Sarn Helen, although it is so shown even upon the recent 7th edition of the Ordnance Survey 1-inch map. The true route lies to the east of this, higher up on the hillside, the course being represented generally by a minor road to Pen y Stryt whose name is clearly derived from it. However, at the northern end it seems that the Roman road lay a little to the east of this, for remains of it are stated to have been seen near Plas Captain, a farm situated a little way from the present road.

From Pen y Stryt the road climbs higher and passes along the western side of the ridge Craig Peshilen as a terrace road. The name Bwlch y ffordd on this section takes its name (Pass of the road) from it. The route continues to the end of the ridge and then descends steeply to Pont ar Eden, at the confluence of the rivers Eden and Mawddach, and the main road must then represent it to Llanelltyd where the Mawddach must have been crossed. Probably the footpath and lane going straight over the ridge between this bridge and that at Dolgelley mark the old course.

South of Dolgelley the old road that climbs very steeply to the east, in very straight lengths, probably marks the course as far as Coed, near which the branch road from Bala and Caer Gai (66b) must have joined it, and it may have continued thus to the Cross Foxes Inn on the present main road and then along this to the



foot of the high ridge Cefn y Clawydd. Here it becomes very plain, climbing the east side of the ridge (i.e. that side remote from the main road) as a very distinct terrace (Pl. II*b*). This has been much damaged by water action and a later track, but short pieces of it have been well preserved where it has not been subject to later use, and at these points it can be well seen as a carefully made terraceway, 9 feet wide, with an excellent continuous gradient. About 50 yards from the fence marking the top of the little pass, a stone on the west side of the road has been thought to be possibly a milestone but this is not certain.

The road descends the valley of the Llefenni along the west side,\* and is mostly a clear narrow terrace road though very faint at some points, but near Aberllefenni, where quarry dumps obliterate it, the road seems to have crossed to the south-east bank of the afon Dulas where it again appears at some points as a derelict terrace. From Corris it is still in use as a minor road on that side all the way down the valley to Ffridd Gate at the confluence with the river Dovey. Here it descends to the bridge over the Dulas by a most Roman-looking zig-zag, and the existing road along the north side of the Dovey must then mark it nearly to Pennal, where it seems likely that it turned towards a crossing of the Dovey at Llugwy, marked by the course of a lane, a little to the east of the Pennal fort.

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#### 69c. SARN HELEN. PENNAL-LLANIO (31 miles)<sup>1, 2, 3</sup>

If there have been doubtful portions on the sections of Sarn Helen already described it should be said at once that this section of it is still extremely uncertain in all its northern part until we reach Lledrod, south of the river Ystwyth, and it can only warrant inclusion here because it is virtually certain that there must have been a through road down the coastal side of the highlands between Pennal and Carmarthen.

Even the way by which the road may have crossed the river Dovey is in some doubt, for though a road has been traced from the south side of the fort down to the marshes it is most unlikely that the route could have crossed here, for it

\* The text and map in Morris Marples' *Sarn Helen* give the wrong side of the rivers for the course all the way down to Ffridd Gate, due apparently to confusion of the terms 'left bank' and 'right bank' when viewed *upstream* as on the map.

would have been an open estuary at that time, and the road was probably made to give access to a quay for the fort.

A more likely crossing place would have been at Llugwy,  $\frac{1}{2}$  mile to the east, for here the firm ground comes close to the river on each bank. A lane and the Llugwy drive link the place with the road along the north bank of the Dovey from Ffridd Gate.

From this (or indeed any such) crossing the coastal road along the edge of the high ground is the only possible route southward as far as Furnace, but then an older and very hilly road, now only a series of lanes, leads on more directly over the hills to Talybont where it rejoins the present main road, and this may well be the Roman line for it is very direct. The fairly straight road onward through Bow Street continues this course to Commins Coch, where the main road now turns off to Aberystwyth, but minor roads continue in roughly the same direction through Llanbadarn Fawr and Llanfarian at the crossing of the Ystwyth. Having made the crossing one must suppose that the route would turn south-eastward towards the undoubted section of Sarn Helen at Lledrod, and there is a line of roads through Abermule and then mounting to high ground south-east of this upon which it runs directly towards Lledrod that may very well be the general course of the Roman road, although this cannot yet be considered certain. The course described above is clearly the most probable that the road could have taken from Pennal southward.

After crossing the steep little valley of the afon Wyre,  $\frac{1}{2}$  mile north-west of Lledrod, the road turns due south on to a long alignment which it follows as closely as the ground allows for the remaining 9 miles to Llanio. At first it runs as a terrace on the steep hillside, but south of Bronant it manages to follow a ridge while yet keeping closely to the alignment. For the first  $5\frac{1}{2}$  miles it is now a main road, but for the rest of the way it is a narrow by-road which adapts its course to the hills although very direct. The present road turns away from the course just as it reaches Llanio, a place difficult to find upon most maps since it is named from a farm situated by the railway on the north bank of the river Teifi and just opposite Llanddewi Brefi. The Roman fort is close to the farm, on its east side.

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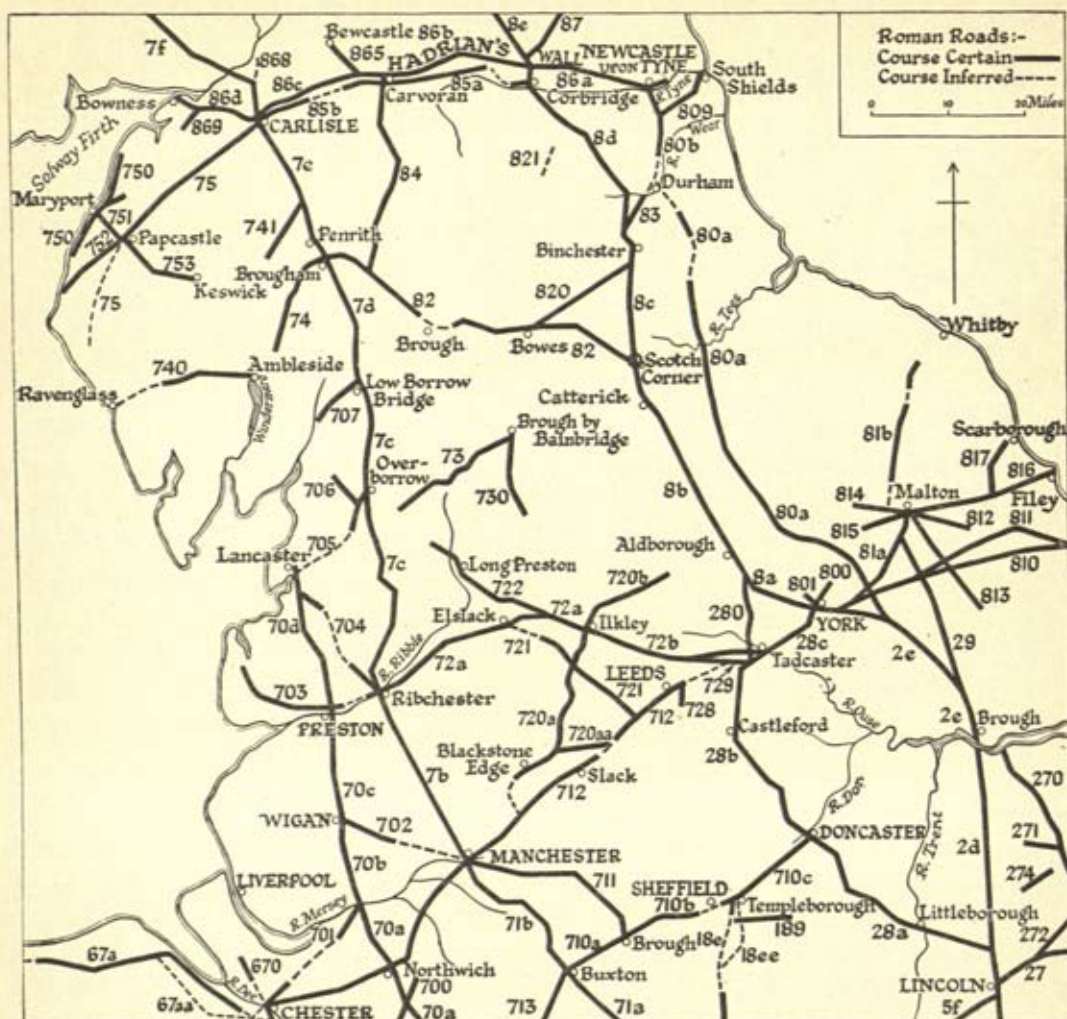
69d. SARN HELEN. LLANIO-CARMARTHEN (28 miles)<sup>1, 2, 3</sup>

From Llanio the road continued straight on southward across the Teifi, and a faint trace of the *agger* can just be seen in the small field beyond the railway. Beyond the river it skirts the tip of high land below Garth, perhaps marked in part by a hedge-row, and then crosses the *afon Brefi*, but with no further visible trace till it joins the Tregaron-Lampeter road whose course then marks it. Three miles farther south, at Llanfair Clydogau, the eastern branch of Sarn Helen (62c) takes off to the south-east.

The main road along the south bank of the Teifi, past Lampeter, and through Llanybyther, then appears to follow the course. It is not a straight road but adapts its line to suit the ground, though where this allows of a straight course the road usually takes it. Towards Carmarthen it crosses hillier country which at some points requires short transverse terraces on the steeper hills, in the usual Roman manner for passing such obstacles. Then the last 2 miles into Carmarthen follow an alignment again. Here the road ended at the important fort of *Muridunum*, corresponding in the south-west to *Segontium* at Caernarvon in the north-west, and here it was joined by the road from Central Wales through Llandovery (623) and by the south coast route (60d).

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## Chapter 3

### NORTH-WEST ENGLAND



#### (i) The North-western Network

THE ROADS DEALT with in this chapter lie in the area north of that included in Chapter 1, and are thus bounded on the south by the industrial belt along the river Mersey below Manchester, but those in the High Peak district of Derbyshire and eastward to Sheffield and Rotherham are also included here. To the north the Pennines form the general eastern boundary, thus including all roads in Cumberland and Westmorland except those forming part of the system of Hadrian's Wall which will be considered as a whole in the following chapter.

In this area the principal road is that linking Manchester, through Ribchester and Penrith (Brougham), with Carlisle (7). Parallel to this, and in easier country nearer the coast, ran a secondary route from Northwich and Warrington, through Wigan and Preston, to Lancaster (70), and this possibly continued into the Lake District but is not certainly known. From Manchester roads led south-eastward to Buxton and Derby (Little Chester) (71); eastward to Glossop and Brough in Noedale (711), connecting there with an eastward road from Buxton to Sheffield and Doncaster (710); and north-eastward both by Slack (near Huddersfield) to Rastrick and perhaps through Leeds towards York (712); and also through Littleborough and Ilkley towards Aldborough (near Boroughbridge) (720). This last is the celebrated road over Blackstone Edge with its fine stone paving. There was also a north-western road direct from Manchester to Wigan (702).

Ribchester, east of Preston, was another road centre, and from it an important road led east through Elslack, Skipton, and Ilkley to Tadcaster for York (72); there were also roads westward through the Fylde behind Blackpool (703), and north-west to Lancaster (704) between the northern routes 7c and 70d. Road 72 had several branches but these lie within the area dealt with in Chapter 4.

Overborrow, near Kirkby Lonsdale, on road 7c, had several branches starting at or near it; south-westward a road followed the Lune valley to Lancaster (705); north-westward traces of a road that may have served the Lake District forts have been noticed (706); south-eastward it is probable that a road led to Settle and Skipton (722) but the first part is not known; and north-eastward an important



and well-marked road went through Ingleton to Brough by Bainbridge (73), where a branch led southward into upper Wharfedale (730).

South-west of Tebay, on road 7d, a branch led south-westward over Whinfell towards Kendal (707).

Brougham, just south of Penrith, was another road junction of importance, for here came in the trunk road (82) over Stainmore from Scotch Corner on the eastern main road north of York (8), and from this road, a few miles to the east at Kirkby Thore, the Maiden Way (84) led northward near Alston to the Wall zone at Carvoran. South-west from Brougham the curious mountain route, High Street (74), led over the hills on the eastern side of the Lake District to Ambleside, and was continued westward over Wrynose and Hardknott Passes by a road to the coastal fort at Ravenglass (740). From Castlesteads, a Roman site north of Penrith, a road led south-westward through Greystoke (741), perhaps to connect with Keswick.

At Carlisle we reach the zone of Hadrian's Wall, to be considered in the next chapter, but to the south-west ran an important road (75) by Wigton (Old Carlisle) to Papcastle (near Cockermouth), which gave direct access to the west coast forts at Maryport (751), Beckfoot (750) and Moresby (752), by branch roads, and was continued beyond Papcastle southward to Egremont (75) and perhaps to Ravenglass. A branch south-east from Papcastle led through Cockermouth and over Whinlatter Pass to Keswick (753).

## (ii) The Peak District

### 710a. BATHAM GATE. BUXTON-BROUGH IN NOEDALE (9½ miles)<sup>1-6</sup>

From Buxton a road, known locally by the name of Batham Gate, ran north-eastward through Brough in Noedale (near Bradwell) and over the moors to Sheffield and Templeborough where it joined Ryknild Street (18e) and the eastern road system.

The road must have left Buxton by a route similar to that of the present road to Chapel en le Frith, but it is first clearly seen 1½ miles out where the road known as Batham Gate branches north-eastward from this to Peak Dale and Smalldale accompanied by a parish boundary. It is very straight to Peak Dale though only a little raised, but it then passes through an area which has been extensively quarried and its exact course through Smalldale is uncertain. A fresh alignment, still north-easterly but a little to the north of the previous line, is soon begun and is followed by the present road for ¾ mile till this turns off to Peak Forest, but the line is represented onward by stone fences in some parts and then by rather faint traces of a



terrace which can be seen upon the hillside a little above the lower of the two hairpin bends on the present main road above Peak Forest. For the next mile to the hillside north of The Holmes the remains of the road can be traced quite plainly as a gentle swelling across the fields and showing a slightly different colour of herbage, especially when viewed from certain angles. As it ascends the hill near The Holmes it becomes particularly clear as a terrace, 18 feet wide, upon a built-up *agger* some 30 feet wide, leading up to the summit of the ridge a little way above and to the north of the present lane.

At the top of the hill the lane rejoins the line and follows it for a mile across Bradwell Moor, though quarrying has obliterated some of it, and then where the lane leaves it again there are traces across the fields until another lane follows it down to (another) Smalldale near Bradwell. This lane plunges steeply down the long hillside through the village, but is usable by modern traffic if care is taken; it is generally rather sunken and is now somewhat distorted in places. At the foot of the hill a straight road leads on from Bradwell to Brough, known as Stretford Road, and this is noticeably raised, by 2-3 feet, across the flat ground.

The Roman fort *Anavio* stood on a spur of high ground on the east of Brough village and its outline can still be seen from the road below. From Brough House a terraceway slants up the hillside upon the alignment that we have been following and then turns into the fort at its south-east gate as a narrow *agger* which is continued across the interior of the fort. A road left the north-east gate for Glossop and Manchester (711), and no doubt this was also connected below the fort with the continuation of our route towards Sheffield (710b) which seems to have led off eastwards from the south-east gate.<sup>7</sup>

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6. B. H. St J. O'Neil, *Antiquity*, 19, 11
7. F. L. Preston, MS. notes awaiting publication.

#### 710b. LONG CAUSEWAY. BROUGH-SHEFFIELD-TEMPLEBOROUGH (16½ miles)<sup>1, 2, 3</sup>

From the course of Batham Gate (710a) and the remains farther on now to be described, it is clear that the road continued onwards to the north-east of Brough. Previously it had been suggested that the road might have crossed the Derwent



valley near Thornhill and Bamford, climbing thence by a very steep track up Bamford Clough to Bole Hill, but no traces whatever had been found to the west of Bamford. Recent work<sup>3</sup> has shown, however, that a somewhat more southerly route is more probable and has the support of much field evidence.

Leaving the village of Brough in an easterly direction, Townfield Lane climbs the hillside on the south of the river Noe and is accompanied first on its north side and then on its southern, upper, side, by a well-marked terraceway, 18 feet wide, which follows an easily graded engineered course and is almost certainly Roman. At the top of this hill the lane straightens and runs along the ridge to Shatton, continued past the village by a footpath, a very suitable route for the road. Here, the road probably turned slightly north-east, represented by the lane beyond the village, and, after the passage of the Noe and Derwent near their confluence, by Saltergate Lane and a footpath. After crossing the deep Hurst Clough by a zig-zag which may well be original, Hurst Clough Lane continues upon a slightly winding north-easterly course. It is now sunken but has considerable remains of large stone paving, and at Gatehouse Farm its line is continued through the fields between the farm and Outlane by a slight ridge and then a hollow way, crossing the present road at Outlane and then turning northward, marked by a distinct terrace now carrying a field wall along its centre.

This terrace is in the same alignment as the narrow *agger*, 12-15 feet wide, seen beside the present road towards Stanage Edge, which there runs in two short straights, first north and then north-east, to cross the rather low wet moor below the Edge. The present track then climbs by a very long slanting terrace but the Roman road did not do this. High up on the cliffs above it another narrower terrace can be clearly seen leading upward at a steeper angle and disappearing through the large rocks at the crest; this is the Roman road. From the summit of the Edge eastward the course of the road is not yet certain. It was earlier thought that the raised track past Stanage Pole and down to the Redmires Reservoir represented it, but recent work<sup>3</sup> has disclosed the original road foundation on Lodge Moor, east of the Hospital, just to the west of the point where the Roman road is crossed by Blackbrook Road. Here the road passed close to the south side of the southernmost of the three barrows on the Moor, apparently a sighting-point for the line eastward to Hallam Head and westward to Stanage Edge, with a slight turn at the barrow. The road was solidly built here, with a rammed layer of small stones, 1 foot thick, to a width of 29 feet, and with large stones set lengthwise as kerbs above.

Slight traces of the road have been noted in the fields immediately east and west of the Hospital, upon an alignment which would reach the Edge just at the point where the older road topped the crest through a slight hollow. Thus it seems probable that this direct course may have been followed, passing  $\frac{1}{2}$  mile to the north of



Stanage Pole. Eastward from the barrow the course to Hallam Head soon comes close to the south side of the present road, and thence into Sheffield the ridgeway, Sandygate Road, and Lydgate Lane represent it.

For the continuation of this road to Doncaster see 710c, p. 143.

## REFERENCES

1. V.C.H. *Derbyshire*, 1, 243
2. B. H. St J. O'Neil, *Antiquity*, 19, 11
3. F. L. Preston, MS. notes awaiting publication

711. DOCTOR GATE. BROUGH-GLOSSOP (*Melandra*) (14½ miles)<sup>1-4</sup>

From the north-east gate of the fort at Brough a road slanted down the hillside towards Hope railway station, near which there may perhaps be faint indications of an *agger* through the fields. The line of the railway then covers it, but beyond this a line of hedgerows and a cart track mark it clearly to the farm called Fullwood Stile. Then a rough lane follows the course continuously, climbing by a steady and easy gradient along the hillside of Hope Brink. It seems to have been a terraceway about 15 feet wide, but is now usually worn down into a somewhat narrow hollow way.

Crossing the summit of this ridge to the west of Winder Knoll it begins a similar very gradual descent into Woodlands Valley which it crosses near Hayridge Farm, but it is much more broken up on this hillside by a number of later tracks. The whole of this length of 4 miles from Fullwood Stile is remarkably direct considering the very difficult country that the route has to traverse.

After crossing the valley by a ford, the road passed behind Hayridge Farm where it can be very clearly seen as a hollow way climbing westward along the hillside above the present road. It ran as a terraceway well above this road until beyond the Snake Inn, making a curve to the north in crossing the deep cleft of Oyster Clough to secure an easier crossing. Beyond the inn its course lay a little below the modern road, but widening and tree planting seems to have obliterated it there. Just before the Snake Road climbs to the summit of the moors it turns sharply westward as it crosses a deep cleft in which the stream Upper North Grain runs. This is Doctor's Gate Culvert, and at this point the present road leaves the Roman road to take an independent course to Glossop. An insignificant footpath at first represents its course beside the Grain, which has no doubt eroded the old terrace severely, but after a few yards the point where it crossed can be clearly seen. Apparently there was a high-level bridge here and the remains of the embankment ramp are visible, some of the stones being used to form a rough stairway for the



present crossing. Beyond this the road shows the peculiar form of a wide ragged cutting through the surface peat of the moor. This is a form of construction which has been noted elsewhere, and the intention seems to have been to remove the whole of the peat until a firm surface was secured, when the road was either formed of the local stone *in situ*, if suitable, or else made up in the usual way. In this case a cutting 45-50 feet wide was made through the peat and then a road of normal form was laid upon the subsoil. Excavation showed the road to be made of gritstone slabs, with a centre row 9 inches wide flanked by slabs 2 feet long, 6 inches wide and 2-6 inches thick and edged by stone kerbs standing 6 inches above the road.

The road crossed the high moorland in this fashion on a course to west-north-west, and it then descended rather steeply into the valley of the Shell Brook which it followed right down to Old Glossop, first on the south and then on the north bank. Where the valley widens after Mossylee the road runs in short straight lengths as a terrace 15 feet wide, well away from the stream.

This course takes it close to the church at Old Glossop, and it seems clear that its route onward must have followed the hillside by Higher Dinting to Brookfield, now represented by Church Street, Hill Meadow Road, Talbot Road, and Dinting Road, which reaches Brookfield exactly opposite the site of the Roman fort, *Melandra*, perched upon the tip of the ridge just beyond.

It is likely that the road was continued beyond the fort to join the road north-east of Manchester (712) by a route along the edge of the high land east of Stalybridge and through Mossley, perhaps by the lane that runs northward from Gallowsclough. North of Mossley a likely continuation is by the direct road that climbs by Quick Edge through Lydgate to High Moor, 1 mile east of Austerlands, where it would join the road from Manchester (712).

It should also be mentioned here that in 1955, during the laying of a pipeline, a road was cut through in the field immediately south of Hope Church, running in a north-south direction. It was found at a depth of 3 feet, composed of flat sandstones, about 3 by 2 inches, with rounded edges, perhaps taken from the river-bed nearby, to a width of some 15 feet. Smaller stones formed an upper layer with a pronounced camber. There is as yet insufficient evidence as to whether it formed part of the road from Brough or was a branch joining this southward to Batham Gate (710a.)<sup>5</sup>

#### REFERENCES

1. V.C.H. *Derbyshire*, 1, 243
2. Rev. Mr Watson, *Archaeologia*, 3, 236
3. W. T. Watkin, *Derbyshire A. & N.H.S.J.*, 8, 206
4. W. Smithard, *Derbyshire A. & N.H.S.J.*, 33, 95
5. F. L. Preston, *Hunter A.S. Trans.*, 7, 269



71b. BUXTON-MANCHESTER (21½ miles)<sup>1-3</sup>

From Buxton the road continues north-westward in very nearly the same alignment as that from the south-east, though this must, in fact, have been largely a matter of coincidence since its later course is really dictated by the hills to be crossed, for these are formidable. For the first mile the present main road follows the course which runs along the south and west sides of Corbar Hill. Then the present road bears away to the west, but the Roman road continues straight on up the hill as a narrow, somewhat sunken, road until, when it reaches the moors above, it becomes a rough terraced roadway which, although almost upon one alignment, yet manages to follow a reasonably level course past White Hall and Wythen Lache, avoiding the steep falls of ground both on west and east. The road is accompanied for a mile by a parish boundary. It descends at last with increasing steepness, though maintaining its general line, to cross the valley at Whaley Bridge, the final portions being still in use as Elnor Lane and Old Road in Whaley Bridge.

Climbing the opposite side of the valley very steeply from the railway station, the course is then represented by Whaley Lane, which upon reaching the 1,000-foot contour turns north-westward and runs very straight along the hillside to Disley. Here it makes a steep descent and ascent, crossing the present main road at right angles and passing over the top of the next hill, where it is quite noticeably raised, as Jackson's Edge Road and Carr Brow, falling into the alignment of the present main road at High Lane just beyond. The road is visibly raised along here and this is probably the reason for the place-name though the route does follow high ground.

A bend to the north-west occurs at a high point between High Lane and Hazel Grove, where the route is engulfed in the urban area of Stockport, but there seems no doubt that the very direct road onward through Stockport to Manchester, often followed by parish boundaries, does indeed mark the course.

## REFERENCES

1. S. Lysons, *Magna Britannia* (1817), 5, ccxiii
2. W. T. Watkin, *Roman Lancashire* (1883), 55
3. W. T. Watkin, *Derbyshire A. & N.H.S.J.*, 8, 206



## (iii) Lancashire

712. MANCHESTER-OLDHAM-SLACK-LEEDS-THORNER (46½ miles)<sup>1-5</sup>

Although the main road from Chester to Manchester (7a) turned northward here, it seems evident that its north-eastward course was continued beyond the fort by another road (712) of which surprisingly plain traces still exist through the dense urban areas of Failsworth and Oldham.

Just beyond the Central Station the alignment is taken up by Mill Street and then by Cemetery Road and Briscoe Lane to Newton Heath where the church stands squarely upon the road, as earlier observers noted. A canal and other obstacles then intervene for ¾ mile, but beyond these the same alignment is taken up again in Failsworth by Roman Road and The Street and by a lane over Street Bridge, somewhat raised, by Hollinwood Cemetery in the last surviving piece of open land before Oldham on this line. This part of the alignment is still a striking feature on the map, the more so as the roads are all unimportant and very dreary side streets, fully typical of the districts through which it is passing. In earlier times it seems that the remains of the road were substantial over much of this part, especially in Failsworth where the names Street Lane, Street Farm, and Street Bridge testified to it.

Beyond Hollinwood Cemetery the ground rises steeply to Oldham, where a reservoir on the hill now stands, but no remains of the road seem to have survived here as farther west, and then only a short length of road, Honeywell Lane, marks it in Oldham. Beyond this, open country at last begins to appear and the really hilly district is reached. At Austerlands a lane climbs steeply upward from the Huddersfield Road to High Moor, at first very straight and, in fact, the last portion of the actual alignment begun in Manchester, then curving somewhat along the hillside by Thurston Clough to Delph, mainly as a terraced road. From High Moor a branch (711) may have gone south through Lydgate and Mossley to Glosop. Descending rather steeply into Delph our road is then continued by a straight but narrow lane, below the main Huddersfield Road, to the Castle Shaw Roman fort situated on a spur just to the east of the large reservoirs.

From Castle Shaw the road climbed on to the moors northward to March Hill, now buried in the peat but traceable in places by slight differences in the vegetation.<sup>6</sup> It seems certain, however, that from near this point the present Oldham-Huddersfield road, which runs in long straight lengths, represents it as far as Pole Moor. Then the Roman road diverged a little to the south of it onward past Outlane, passing just to the north of the Roman fort at Slack (close to Outlane) where



its course was established when the fort was excavated. Traces of the *agger* can still be seen in the fields there. Then the road over Old Lindley Moor to Rastrick continues the line very directly, although in its central part the present road lies a few yards to the north and the *agger* appears in the fields, 30 feet wide and 1 foot high. It keeps along the highest ground till the descent at Rastrick is reached.

It is very probable that the road continued straight on through Brighouse and Cleckheaton, passing along the north side of Whitechapel Road where it would be just to the south of the Roman fort at Snelsing. Then the present road to Leeds, running in straight lengths over high ground, almost certainly represents it. It must have continued to the north-east to join near Thorner the roads 72 or 729 leading to Tadcaster, but its course has not yet been traced. That a road did connect here with Tadcaster is evidenced by the Antonine Itinerary II which, although unfortunately corrupt in its text just here, does show clearly that a direct route from Tadcaster to Manchester was followed such as this road would provide.

## REFERENCES

1. J. Watson, *History of Halifax* (1775), 39
2. T. Percival, *Royal Society Phil. Trans.*, 47, 216 (1753)
3. W. T. Watkin, *Roman Lancashire* (1883), 50
4. F. A. Leyland, *J. Brit. Arch. Ass.*, 20, 209
5. F. Villy, *Bradford Ant.*, 8, 17
6. I. A. Richmond, *Soc. Ants. Scot. Proc.*, 80, 116

70b. WARRINGTON-WIGAN (12 miles)<sup>1-3</sup>

It is difficult now to see any trace of the Roman road in this section, and yet it is very well established both by the earlier writers and also by recent confirmatory field work. The connection with the Roman site in Wilderspool and the road southward from this (70a) have not been discovered, but it appears that the river Mersey was crossed close to Warrington Parish Church, and the exact course northward from this point has been closely observed and the materials of the road studied by excavation at numerous points. Its alignment runs slightly west of north through Hulme and the grounds of the Winwick Mental Hospital, beyond which it turns a little more to the north to pass just on the east side of the Vulcan Foundry buildings. It can be seen in places as a belt of stones across the fields under suitable conditions, but it is generally invisible. Yet its remains were found to be quite substantial, consisting of a layer of irregular sandstone blocks with gravel surfacing, and the width was noted as being from 14 to 24 feet. It was in best condition to the north of Winwick, whereas to the south of this the sandstone was found to be soft and much perished while the gravel was less plentiful.



Continuing north through Wargrave, it next appears as a lane past the extensive school buildings at Earlestown, and then as Queen's Drive. Just beyond this the main Warrington-Wigan road, which has been running upon a course  $\frac{1}{2}$  mile to the east, comes on to the line and a distinct relic of the *agger* can be seen as a broad swelling in the field beyond the houses of Earlestown as it crosses this to fall into the main road. This follows it very closely for the next  $1\frac{1}{2}$  miles to Ashton in Makerfield, but for part of the way the Roman road lay just to the east of the present one, inside the frontage of Haydock Lodge, as the earlier writers noticed, and traces of it can indeed still be seen there although much disturbed by the modern drive and planting.

Ribbon development along the main road through the mining village with the unexpectedly Welsh name of Bryn has obliterated former traces, but part of the course north of this, which lay through fields east of the road, is still marked by a hollow and cart track, nearly down to the point where the side road called Land Gate is crossed. Half a mile farther on there were formerly clear traces of the road in the fields opposite the Ben Jonson Inn and on to Marus Bridge near Wigan, but cultivation seems to have destroyed them for nothing can be seen there now although the land is still open. Then the present road represents the course into Wigan, where the Wall Gate leads it into the town, this course providing the easiest crossing of the river Douglas.

The Roman fort of *Coccium* was situated on the crown of the hill in the centre of Wigan, and the streets Wall Gate, Mill Gate, and Standish Gate probably represent the Roman roads from it towards Warrington, Manchester, and Preston respectively.

#### REFERENCES

1. E. Baines, *Hist. of Co. Palatine of Lancaster* (1836), 3, 583
2. W. T. Watkin, *Roman Lancashire* (1883), 62
3. G. A. Dunlop and Col. B. Fairclough, *Lancs. & Ches. Hist. S. Proc.*, 85, 99

#### 70c. WIGAN-PRESTON (16 miles)<sup>1, 2</sup>

Earlier traces of the road were seen continuing to the north near the estate of Mains or Mesnes, now remembered by Mesnes Road, on the north-west side of Wigan, identified also as being visible at Rylands Factory. From here a cart track followed it direct to Standish, on a hill  $1\frac{1}{2}$  miles to the north, the track pointing a little to the west of the parish church. This seems to be exactly the course taken by a mineral railway which starts at Rylands sidings, and it is probable that this line followed the cart track and thus represents the Roman road.

North of Standish the course is well represented by an alignment of lanes, foot-



paths, and hedgerows almost continuously to Coppull, pointing very slightly to the east of the parish church, which is a fairly conspicuous landmark on this hill site. Part of the lane south of Coppull bears the curious name of Hic-bibi Lane from a farm so called.

After this there is no trace for  $1\frac{1}{2}$  miles until at Charnock Green the present main road to Preston, after a most twisting section, straightens itself at this high point and may very well then mark the Roman road onward through Euxton where the road is notably straight for  $1\frac{1}{2}$  miles. Remains of it were found  $\frac{1}{4}$  mile north of the village in 1840, 13 yards wide, composed of large stone blocks and gravel, at a depth of 2 feet.<sup>3</sup> After a modern distortion caused by the railway, the road continues fairly direct to Bamber Bridge, where it falls into the valley of the Ribble, and the alignment of the old road is making apparently for a crossing at Walton le Dale, somewhat above Preston.

For the continuation of this road to Lancaster see 70d, p. 108.

The Antonine Iter X appears to have followed this road as part of its route from Ribchester to Wigan.

#### REFERENCES

1. E. Baines, *Hist. of Co. Palatine of Lancaster* (1836), 3, 583
2. W. T. Watkin, *Roman Lancashire* (1883), 66
3. W. T. Watkin, *Roman Lancashire* (1883), 68

#### 702. MANCHESTER-WIGAN (16 miles)<sup>1, 2</sup>

If it were not for the observations of reliable early writers it would now be quite impossible to establish the existence of a Roman road through this district of almost continuous urban and industrial development, for, unlike the route to Oldham (712), the alignment has not survived anywhere in the pattern of the existing streets.

From the Roman fort in Manchester the road was noted to the west through Weaste and Seedley to Worsley, where it passed between the church and vicarage. Then it was seen at Turncroft Lane, east of Tyldesley, and near Cleworth Hall, also as a hollow way near Tyldesley Brook. West of Atherton there were remains of the *agger* north of the present road at Dangerous Corner (an ominous local place-name!) and a little farther to the west, opposite the Swan Inn, it appeared again south of the road in the fields onward to Hindley, where it crossed Bee Fold Lane near the parsonage. Between Hindley and Wigan it was noted as being particularly fine on Amberwood Common, 14 yards wide and a yard thick.

Now, unfortunately, all this has vanished, and even much of the open land, such as part of Amberwood Common in particular, can only be fittingly described



as an abomination of desolation, encumbered with dumps of all sorts. It is just possible that between Hindley and the Swan Inn there are still traces of the ridge under or behind the houses and gardens south of the present road, but they are much too altered for certainty. Bee Fold Lane still exists in Atherton, but its surroundings near the church, where the road was seen, are all built over. Only to the east of the Cleworth Hall colliery did it seem possible that a wide swelling across two fields might indeed represent the course of the road formerly observed somewhere near this point, but the ridge needs examination before this can now be accepted. Elsewhere all trace is lost and we can only be grateful for the record of the earlier observers.

The Antonine Iter *X* follows this road and gives the mileage as 17, in good agreement with the actual distance.

#### REFERENCES

1. E. Baines, *Hist. of Co. Palatine of Lancaster* (1836), 3, 582
2. W. T. Watkin, *Roman Lancashire* (1883), 37

#### 7b. MANCHESTER-RIBCHESTER (26½ miles)<sup>1-4</sup>

The main Roman road to the north led off from the fort at Manchester<sup>5</sup> in a north-easterly direction, as far as the site of the Cathedral, then it turned north-westward, passing near Strangeways Prison, and the course onward to Whitefield and Radcliffe seems so clearly represented by the line of Bury New Road (a turn-pike construction as its name implies) as to suggest that this may have been laid upon the line of some earlier lane or track. There can be little doubt that this was the Roman line, because at Radcliffe the alignment begins to show unmistakably Roman traces which mark the road at intervals, and upon nearly the same line throughout, all the way to Ribchester.

After crossing the valley of the river Roch close to the ruined Radcliffe Tower, the line is taken up by Tithe Barn Street and Fletcher Street in Radcliffe, and then by a series of lanes, footpaths, and hedgerows, followed in part by parish boundaries, and with clear traces of a large *agger* at many points. As it approaches the hamlet of Starling, just east of Ainsworth, this is as much as 2 feet high and 25-30 feet wide with a hedgerow upon it. Then it remains in use as a road for a short distance, but then becomes a derelict *agger* again as it descends steeply to cross the valley west of Walshaw. There is then a gap of ¾ mile until, near Four Lane Ends, 1 mile west of Tottington, a straight road, bearing the name Watling Street, continues the same line through Affetside to the crossroads near Turton, accompanied by a parish boundary. Here the alignment gets into rather difficult country between



Turton Bottoms and Edgeworth; it seems likely, therefore, that the road would be adapted to follow the hillside. This has recently been verified, for the road has been traced straight on through the fields from the next crossroads, at Bottom o' th' Knotts Brow,  $\frac{1}{4}$  mile beyond, direct towards Edgeworth, and its construction examined by sections. This is upon a short alignment aiming a little more to the north, to keep above the valley and so to meet the next alignment beyond Edgeworth.<sup>6</sup>

The road straightens again beyond Edgeworth, except upon the very sharp hills, through Wayoh Fold and Whittlestone Head, and traces of the *agger* have been seen near Round Barn there. The road is not in general at all raised and is now often very sunken, especially on the hills. A very slight turn more to the north occurs on Rushton Height near Whittlestone Head. The road continues very straight along its alignment, high up on the hillside to the east of Darwen, but then the present road curves a little to the west to ease the first descent towards Blackburn. However, where the curve begins, a little north of the Darwen-Heddlesden road crossing, the *agger* can be plainly seen in the field on the right continuing the alignment and causing a hump in the next stone wall crossing it. Again, at the foot of the hill near Grimshaw the *agger* is also seen, and there can be no doubt that the true alignment was followed throughout. It is said that the metalling has been traced in the fields there.

The road then continues very straight to the top of the final descent into Blackburn on Whinny Heights. Here its course is obliterated, but it seems likely that it continued straight across the town, for it is at once found again upon the same alignment on reaching the heights beyond, at Four Lane Ends. Hedgerows mark it at intervals across the next valley to the ridge of Ramsgreave. Here a magnificent view across the valley of the Ribble opens up, and the course of the road is clearly marked by a continuous line of lanes and hedgerows which is particularly striking when viewed southward from the point where it crosses the Preston-Clitheroe road a little to the west of the ninth milestone. Near this road and on to the north the line is marked by a hollow way and hedgerow, and it continues to be similarly marked nearly to the point where the Ribble was evidently crossed, about  $\frac{1}{4}$  mile to the east of the Roman fort at Ribchester.

For the continuation of this road to Tebay see 7c, p. 109.

#### REFERENCES

1. T. Percival, *Royal Society Phil. Trans.*, 47, 227 (1753)
2. J. Just, *Lancs. & Ches. Hist. S. Proc.*, 1, 68
3. W. T. Watkin, *Roman Lancashire* (1883), 52
4. W. Harrison, *Lancs. & Ches. Ant. S. Trans.*, 33, 219
5. C. Roeder, *Lancs. & Ches. Ant. S. Trans.*, 17, 121
6. C. Aspin, *Lancs. & Ches. Ant. S. Trans.*, 65, 132



72a. RIBCHESTER-ILKLEY (32 $\frac{3}{4}$  miles)<sup>1, 2</sup>

From the Roman fort at Ribchester a road led off eastwards to Ilkley, Tadcaster, and York, making skilful use of the Aire gap in its passage of the Pennine Hills. Considerable traces of the road still remain where it is disused, and these were so fully described in Mr P. Ross's papers in the *Bradford Antiquary* that extensive use has been made of them in the preparation of this survey, supplemented by the usual visits.

The road from the north side of the fort running east to Little Town probably represents the course to the point where the Ribble was crossed, just south of the De Tabley Arms. Beyond the river, after leaving the valley bottom, the line is marked by a hollow through a small hill which has apparently been cut away for the road. Next it follows the north side of the present road past Salesbury Hall for  $\frac{1}{4}$  mile, but this then bears away to the south, while the Roman road makes a slight turn north-eastward following the new line rigidly for 2 miles to Hacking Hall, near the point where it crosses the river Calder. It passes under Almond's Fold farmhouse where the *agger* is clear, and then behind a row of houses to Moor Gate Fold where the lane to Aspinall's Farm comes on to its line for  $\frac{1}{2}$  mile. Fences then mark it to Dinckley Brook.

Beyond the brook it is traceable through a wood, and then it appears clearly as a terrace beside the Mental Hospital boundary, and as a slight *agger* beside a fence towards Hacking Hall. Here a distinct turn to north-east occurs, the new line being followed for 6 miles past the east side of Clitheroe to Downham Park, and this was done in order to pass round the north side of Pendle Hill (1,830 feet) conveniently.

Traces of the road beside a line of trees leave the wood beyond the river but there is little to see until, from Barrow Brook to Standen Hay which stands on the road, the remains of the stone surface appear, and then the farm road runs on it almost to the main road, and the *agger* appears clearly under trees on its north side just before it joins this road. The *agger* is traceable beyond by a fence and through a plantation, and at various points near Clitheroe. A parish boundary follows it for  $\frac{1}{2}$  mile near Mearley Brook, and again near Worston. The road remains in use as a trackway with remains of the *agger* from the Worston-Chatburn road down to the crossing of the Chatburn Beck and then as a slight *agger* on to Downham Park. Some 300 yards inside the park it passes the north side of a knoll on an embanked terrace, and here it makes another turn of 45° back more to the east since it has now got past Pendle Hill. The road continues to be clearly traceable through the park and its plantations that border the present road, where it is a well-preserved



low *agger*  $1\frac{1}{2}$  to 2 feet high, easily seen just inside the park wall, and leaving the park opposite the turning to Rimington. It then passes through a cartwright's yard and is plainly visible beyond up to Croft Wood Plantation. Beyond this the road follows a natural ridge with the *agger* clearly visible, past the south side of Lillands Wood to Hey House which stands upon it. A ridge and hollow with trees then mark it, and beyond Ings Beck it is again clear as a ridge, hollow, and then a terrace to near Stubbs Wood Farm.

For the next  $1\frac{1}{2}$  miles to Howgill Beck there is no trace, and then Howgill Lane marks it, but the Roman road soon appears on the north side as a ridge and hollow, continued beyond the Nelson-Gisburn road by the line of a fence up to the south side of Great Todber Farm. After crossing Coal Pit Lane the *agger* is used for a short distance by the farm road to Coverdale, and then descends towards the beck as a hollow, but there must have been a bridge here for the ramp to it is visible on the far side. Remains of the road and its metalling continue to be visible especially where exposed by water action. The road is generally 16 feet wide.

From Brogden Hall the course of the road is still in use, or closely followed, by existing roads and lanes for the 5 miles to Elslack. Remains of it appear beside the lane in places, as at Greenber Field Farm, and at Thornton Almshouses. The road passes diagonally through Thornton village into the Old Lane leading to Elslack, east of the main road. A ridge and hollow mark the line onward through fields till it is obliterated by the railway, which then covers it as far as the site of the Roman fort at Elslack, called Burwen Castle. The fort is aligned with the north-west side of the road and set back 18 feet from it, the road being here 16 feet wide, and showing a camber of 12 inches from the lower side on the south-east.

From the fort the road is clearly marked by an *agger* and ditch continuing upon the same line through the garden of Johnson's Gate farmhouse and over Wellber Hill; then Eller Gill Lane follows it, and, where this crosses the gill, remains of a paved ford were found in 1899, composed of squared stones which were then taken up. At Low Ground Farm at the end of this lane the road appears as a platform in front of the house with its north side slightly embanked, then the line is continued by a fence and by the *agger* clearly visible in the next field. The railway now obliterated it again for  $\frac{1}{2}$  mile, then it appears for a short distance as a hollow by Banner Hill, and again farther on, where the Broughton-Carleton footpath crosses the line, it appears as a slightly raised cambered platform 16 feet wide until again obscured by the railway. It appears again as a hollow about 150 yards farther on at the north side of the line, and then there are no more traces across the wide alluvial valley of the river Aire until Skipton is reached, where the main streets, Broughton Road and Swadford Street, continue on this line.

The road now makes a turn of  $45^\circ$  to east-south-east and climbs up Short Bank Lane to Skipton Moor, following the northern escarpment of the high ground



until it descends to Addingham, generally in the form of an embanked terrace. Where the road, now only a track and footpath, passes through Howgill Plantation it is raised about 1 foot. On approaching the Draughton-Silsden road, it crosses Draughton Slade where it is considerably raised, and again beyond this road where it passes High Edge Plantation. The direction now changes to east-south-east again (after following the hillside nearly due east) and it descends towards Addingham, but at Cross Bank the present road bears away to the left to the village, and the course of the Roman road was straight on through fields where no trace remains, crossing Addingham Beck at a farm called Street House. The road now follows the north side of a curiously narrow little valley, parallel with the main valley of Wharfedale, and is represented by a ridge and fence and an old lane called The Street, passing another house called Street. Next, the course is followed for 300 yards by Cocking Lane, after which the road crossed Hall Gill Beck at a ford on the south side of the bridge and is seen as a hollow way beyond. It passed north of Reynard Ings farmhouse, crossed the railway, and was formerly visible crossing fields  $\frac{1}{4}$  mile west of Hollin Hall, but no traces can now be seen on to Ilkley.

For the continuation of this road to Tadcaster see 72b, p. 133.

#### REFERENCES

1. W. T. Watkin, *Roman Lancashire* (1883), 78
2. P. Ross, *Bradford Ant.*, 6, 33, 267

#### 703. RIBCHESTER-POULTON LE FYLDE (20 $\frac{1}{2}$ miles)<sup>1-4</sup>

It has been well established that a road ran westward from Ribchester through Fulwood, the northern suburb of Preston, to Kirkham and then, curving north-westward, to Poulton le Fylde, evidently to make connection with some port near the mouth of the river Wyre. The central part in Fulwood still remains in use for some distance bearing the name Watling Street, and some portions near the western end show substantial traces, but much of its course is now unmarked on the surface.

Traces of the road have been found to the west of the Roman fort at Ribchester, but the alignment to Fulwood seems now to be obstructed by the wide loops of the river Ribble, though no doubt this active river has changed its course in detail quite considerably since Roman times. There is no further trace until just before the buildings of Ribblesdale are reached, at the big factory block by Red Scar, where traces of the alignment can be seen through the fields on the course of an old hedgerow now removed, and the farm just to the north of this takes its name, Roman Road, from this source. The factory block then intervenes, but, after



crossing the present road through Ribbleson, the straight road from Fulwood Row to Fulwood continues upon the alignment and bears the name Watling Street Road. After  $\frac{3}{4}$  mile this bears away south, and a trace of the *agger* appears in a grass plot beside the entrance drive to Carlton House, continuing on the alignment. The Fulwood Barracks then intervene, but just beyond them another long alignment begins, through Fulwood, crossing the Preston-Lancaster road (70d) and continuing along the first part of Lytham Road. At the railway bridge a further turn more to north-west occurs, and the course has been ascertained as far as the Lancaster Canal but does not now show visible traces in the fields. The canal covers the probable line for the next  $1\frac{1}{2}$  miles, and then another factory block obliterates it, but west of Clifton church (which stands alone  $\frac{3}{4}$  mile north of the village, and just west of the factory) there are faint traces of the *agger* and some hedgerows mark it. Remains of the road were found at Mill Hill, east of Kirkham, where it was 28 feet wide, with a concrete foundation and several layers of rammed gravel, 14-18 inches thick.<sup>5</sup>

There is then no trace through Kirkham, and west of this the main road takes up the line, but has been greatly widened, obliterating indications formerly seen there. Where it approaches a large embanked reservoir this road now curves west of it, but the approach road to the reservoir represents the old line which is now turning more north-westerly. No trace is now visible beyond the reservoir until just east of Great Plumpton, where the *agger*, 1-2 feet high, is clearly seen crossing a meadow towards the railway. Then again there is nothing to be seen for some distance, although the course has been ascertained just west of and nearly parallel to the railway. Low ground has to be crossed to the east of Mythop, and a large *agger* has been noted there, up to 60 feet wide at the base, 36 feet wide at the top, but generally there is little now to be seen, although the road line divides fields in some cases, as in its approach to Puddle House Farm at Hardhorn which is the last point where its course has been definitely traced. It is there pointing just to the east of Poulton le Fylde, and this suggests that its destination may have been Skippool, a suitable point for a small harbour on the river Wyre.

## REFERENCES

1. J. Just, *Lancs. & Ches. Hist. S. Trans.*, 3, 3
2. Rev. W. Thornber, *Lancs. & Ches. Hist. S. Trans.*, 3, 57
3. W. T. Watkin, *Roman Lancashire* (1883), 70
4. R. S. France, *Lancs. & Ches. Hist. S. Trans.*, 97, 27
5. *J.R.S.*, 18, 198



70d. PRESTON-LANCASTER (21 miles)<sup>1</sup>

That a direct road continued northward from Preston to Lancaster is very probable, for the course is an easy one and such communication must have been needed, but a good part of the route has not yet been ascertained.

It is likely that the present Lancaster Road through Fulwood, Broughton, and Barton represents the course for much of this route is very straight, is accompanied for  $2\frac{1}{2}$  miles north of Barton by parish boundaries, and it was earlier known as Cadley Causeway. Just south of Catterall the present road makes a sharp bend north-westward which is continued almost at once by the Garstang by-pass road, and here it is significant that the previous alignment, before the bend, is continued by a line of hedgerows or the levelled remains of them, pointing towards Garstang. Then at Fowler's Hill,  $1\frac{1}{2}$  miles north of the town, the main road bears eastward, but a lane continues in almost the same north-westerly line towards Forton. Traces of the *agger* appear on the west just where the lane leaves the main road. After  $\frac{1}{2}$  mile the lane comes to a crossroad at Cabus and is continued by a rough lane to a bridge over the canal, with a wide irregular strip along its west side which seems to be the track of an earlier road. Beyond the canal only a line of hedgerows with a footpath continues the alignment, rejoining the present road, Park Lane, just before Forton Hall is reached. It is probable that the road continued northward from here to Galgate, where the other Roman road from Ribchester (704) would join it, but no definite course has as yet been proved here.

From Galgate northward a very direct road continues along the west side of the railway, keeping on higher ground throughout, and this is the older road, for the present main road there is modern. It is probable that the route originally continued onward along this high ground, now marked by hedges and walls, right into Lancaster.

## REFERENCE

1. W. T. Watkin, *Roman Lancashire* (1883), 82

704. RIBCHESTER-LANCASTER (GALGATE) ( $17\frac{1}{2}$  miles)<sup>1, 2</sup>

There are reasons for the inclusion of this route, but it must be understood that the exact course is for some distance uncertain and would probably repay further investigation. For the first  $2\frac{1}{2}$  miles from Ribchester the existing road follows a straight course to the foot of Longridge Fell and may well be accepted as the Roman alignment, starting from the neighbourhood of the fort. The difficulties



begin at the fell, where the Ordnance Survey mark a straight line for the course, slightly to the east of the lane, and changing direction on the summit to another straight line descending past Birks to the back of the inn near Priest Hill where it rejoins the present road. These alignments appear to be hypothetical, and it seems probable that the Roman road would have gone on the course of the lane past Written Stone Farm to the top of the fell, near the east end of the reservoir, and would then descend by the road past Birks, for these roads run slantwise on the hills and thus ease the very steep gradients considerably. Existing roads continue in straight lengths for considerable distances in a general north-westerly direction, by Holwood, White Chapel, and Lickhurst, crossing the deep valley of the Brock by a lane which is now derelict, and then on by Broadgates, Oakenclough, and Fell End to Street and Street Bridge, but some parts of the roads in this stretch have been reconstructed in modern times. Traces of an older road can be seen beside them on the west to the south of Oakenclough and near Crosshill Farm.

From Street Bridge the road alters its character and is so definitely straight and raised, until within  $\frac{1}{2}$  mile of Galgate, that this length may certainly be accepted as Roman, especially in view of the 'Street' names for which there can be no other explanation here. At Galgate the road would join the main route from Preston (70d), which is represented here, towards Lancaster, by the older road along the higher ground just west of the railway.

One final point requires mention. At Street Bridge it has been suggested that the older crossing was placed about 80 yards farther downstream where a well-built abutment of dressed stonework can still be seen, backed by an earthen ramp. It is evident that this represents an older bridge, but the work does not appear to be Roman, and indeed its position farther off the alignment from Galgate than the present bridge makes this origin for it unlikely. Probably it is merely an earlier modern work.

#### REFERENCES

1. W. T. Watkin, *Roman Lancashire* (1883), 79
2. S. Jackson, *Lancs. & Ches. Ant. S. Trans.*, 15, 220

#### 7c. RIBCHESTER-TEBAY (LOW BORROW BRIDGE) (44 miles)<sup>1, 2, 3</sup>

The section of the north-western main route now to be described is one of considerable interest, for it passes through wild and difficult country where considerable remains can still be seen and the layout of the alignments in relation to the ground is clear. It was apparently desired to follow the edge of the higher land, and this involved the road in a good deal of climbing, including the crossing of the fells in the Forest of Bolland at an altitude of over 1,400 feet, an exhausting route



that could have been avoided by going more to the west. Granting that this route was necessary for tactical reasons, the choice of the alignments was made with great skill.

We are fortunate in having an excellent detailed description of this road by Mr P. Ross, made in 1914, and full use has been made of this, supplemented of course by up-to-date visiting.

The alignment that was begun in the last section (7b) to the east of Darwen, and continued right through Blackburn to the crossing of the Ribble east of Ribchester, was followed onwards for another 3 miles to the crest of the prominent Longridge Fell. The road is not traceable for  $\frac{1}{2}$  mile north of the river, but it must have crossed the eastern road (72a) to Ilkley and York at Crook's Cottage, have passed 80 yards to the west of Stidd Little Church, and then at Cherry Yate, just beyond, it received a branch direct from the north gate of Ribchester fort which is still followed by the present road. Stony Gate lane now takes up the main alignment for  $\frac{1}{2}$  mile to Cock Houses and remains of the road are visible on its left side where houses have been built on it. The lane then bears left, but fences mark the line onward towards the crossroads at Halls Arms Inn where the *agger* is visible in the field opposite the inn and north of the crossing, as a ridge 1 to 2 feet high.

There is no trace in the next  $\frac{1}{2}$  mile until, beyond the White Cross-Longridge road, it is visible onward to Jeffry Hill, where it reaches the summit of Longridge Fell and makes a sudden turn of  $55^\circ$  from west of north to north-east. From this fine sighting point roads can be seen far ahead marking the new line onward in the next 5 miles to Browsholme. The road is clearly visible across the summit of the fell as a low *agger* some 30 feet wide, and then curving to begin the descent where it becomes a terraceway.

At first it descends the fell side slantways and water action has deepened the ditch on its upper side into a hollow way. On the lower ground there is no trace except a slight *agger* near Bradley Hall where a footpath crosses it. From Brook Wood barn a farm road follows it, and the *agger* is visible crossing fields towards the river Hodder, twisting somewhat in its descent to the river, which was forded there. If it had gone straight on, a bridge would have been needed.

Beyond the river a track leads up to the right, through a plantation, to rejoin the alignment which is then followed for over a mile by Lees Lane, and where this turns away eastward the *agger* can be seen going on to Crane Wood House and beyond as a rough track, and then as a fine *agger*, 30 feet wide and 1 foot high, across a meadow till it meets another lane. This follows its line approximately for  $\frac{1}{2}$  mile, the *agger* being seen on the left, especially at Bateson's, and then where the lane bears away it is plainly visible as a wide *agger* in the field, with a bank and ditch east of it, to the west corner of Browsholme Heights plantation where a turn of  $20^\circ$  more to the north was made.



The road passed Crimpton farmhouse by the garden wall on the east side, and crossed Birket Fell common west of Marl Hill House where it can be traced by the green growth of bracken in place of heather, very distinctive even when viewed from the present road some 200 yards distant. Beyond the common it made a swerve to the right to avoid Birket Brook, and crosses a deep gully by rock-cut terraces that remain well preserved. In Riddle Clough, opposite Higher and Lower Birket, the damaged remains of the *agger* can be seen, and then there is no visible trace to the point where the Hodder was again crossed. On the far bank the zig-zag approach is visible, and then the alignment was again followed to Heaning and Gamble Hole, though it is only here that the *agger* can again be seen. The line passes close to the left side of the barn. The *agger* is clearly visible, generally some 30 feet wide and 1-2 feet high, onward for a mile to the Eller Beck, which is crossed just where the New Biggin-Slaidburn lane now does so, but the next mile has been obliterated in fields. Then from Dunsop Beck the *agger* is seen again across the fields, crossing the Slaidburn-Hornby road at the upper end of a roadside plantation and marked by a field wall eastward, continuing straight on until it falls into the course of this road  $\frac{1}{4}$  mile farther on, just at the point on the shoulder of Low Fell where it turns into Croasdale to begin the passage of the high fells.

Here the road turns  $63^{\circ}$  more to the north-west and follows an almost straight course adapted to the hillside, along the south side of Croasdale and then the north side of Whitendale for  $3\frac{1}{2}$  miles (Pl. IVa), rising from about 900 feet at the turn to 1,460 feet on the shoulder of Botton Head Fell. The road has now been made serviceable for the first mile though care is needed, but the rest is rough and grass-grown but distinct, and, near the highest point where it passes from Yorkshire into Lancashire at an iron gate (*not* at the first gate met with), there was another turn of  $60^{\circ}$  back to slightly east of north, which takes the Roman road away from the present track. In this case the bend appears to have been made more gradually, starting some 300 yards before the gate is reached, where the *agger* can be seen a little above the present track. In  $\frac{1}{4}$  mile on the new alignment the highest point on the shoulder of Botton Head Fell is reached and here remains of the *agger* become visible, marked by a growth of bracken. The road descends very steeply along a spur between Ridge Clough and Dale Beck, and lower down it is clear that the east ditch has been deepened into a watercourse. It then crosses the Dale Beck, and the *agger* is visible across fields near Dickson's and Botton Head farms.

Just after this, at Whiteray Beck, another turn is made, of  $23^{\circ}$  more to west of north, to follow the eastern side of the valley of the Hindburn. The beck had to be crossed by a divergence upstream to the point where Middle Gill joins it, and the terraces are traceable. Fences and traces of the road mark it onward past Swans Farm to Ivah, crossing the Holmhurst Beck just to the left of the present bridge and continuing just on that side of the road into Ivah. Fences mark it again,



and two barns stand upon it, and then the present road comes on to it at the inn in Lowgill and follows it for 600 yards to near the Crossdale Beck. A hollow way marks it near the beck and beyond, where there are remains of a culvert, and then after crossing the present road near Knott Hill the *agger* is seen in a rough field. A hollow way marks it across a little valley to the top end of Swine Knott plantation, and the line goes on up two fields steeply to Lower Stock Bridge barn which stands upon it. Beyond the barn the *agger* can be seen crossing the middle of the field to join the present road at a point where two others come in from the east. The present road follows the line to Spen Brow but then turns off westward to cross the gill, which the Roman road did directly, and it is marked beyond by fences up to Hill House.

A slight turn of  $11^{\circ}$  more to the west was made here upon the last outlying ridge of the high land to the south, and the new line points to Robert Hall,  $\frac{1}{2}$  mile west of Old Bentham Church, passing between the Hall on the left and the barn on the right, and then going down an old lane to the crossing of the river Wenning.<sup>4</sup> Near the river a raised track appears on the left of the lane, ending on the river bank in what was probably the ramp to a bridge. Then a lane continues the course to Holmes but there turns off, and the road passed to the right of The Riddings and over the top of Bull Common, then to the right of Raven's Close Wood and to the left of Gill Farm. It changed direction towards north-west at Robert Hall but now returns to almost due north and follows the new alignment rigidly for  $5\frac{1}{2}$  miles to Casterton.

From Gill Farm a lane runs near the line past Old Wennington, where the *agger* is visible in fields behind, and so the road comes to the high wooded banks of the river Greta which were negotiated by slanting terraceways, running in the downstream direction in this case, which are still traceable, ending at abutments for a bridge. On the farther side there is no trace in the first two fields, but then a fence follows the line for 70 yards with the ridge beside it. After two more fields a line of trees marks it, and then the Lancaster-Burton in Lonsdale road is crossed. Beyond the Cantsfield Beck just after this it climbs a hill to the right of Sellet Barn where, on a high point, a very slight turn is made, and then, opposite Scaleber, a fence marks it and then a lane for 120 yards. Where this turns off, the road continues with a plantation on the left, and the *agger* can be seen across fields beyond this, especially on both sides of the Cant Beck which was evidently bridged, but some of the best part of the *agger* has recently been bull-dozed there. For the next  $\frac{1}{4}$  mile near Collinholme the *agger* is very perfect across swampy ground, 16 feet wide at the top and 3 feet high. It next passes over Scaleber Knoll as a terraced lane, and then becomes a wet green lane, though with remains of the metalling visible, accompanied by a parish boundary for a mile, to near Overtown, and then beside a plantation to the Leck Beck where its stones are visible, and it crossed this by a ford.



At Overborrow Hall, 1 mile to the west, there was a Roman station, and this was no doubt connected by a branch road beside the Leck Beck.

There is no trace beyond the beck for 300 yards, till at High Gate a lane takes up the line, followed by the Kirkby Lonsdale-Kendal main road for  $\frac{1}{4}$  mile, and then by another road, Wandles Lane, very straight but narrow, for the remaining  $1\frac{1}{2}$  miles to Casterton. Here the present road bears slightly to the west, and little remains upon the true line which mounts up a hill to an old standing stone, passing close to the right of it. Then it enters a plantation with some traces of the *agger*. The road then passed behind Whelpridge entrance lodge and crossed the railway just where a lane then carries on its line towards Barbon. This lane bears off eastward to the village, but a line of fences partly marks the alignment onward to Hodge Bridge where the main road towards Sedbergh takes up the line. A mile farther on this makes a bend round a small hill over which the old road probably went, and this occurs again between the Old Vicarage and Middleton village. Here a Roman milestone, bearing the inscription MP LIII, was dug up in 1836 and was re-erected nearby, 300 yards south of the church.<sup>5. 6</sup>

The road passed behind the church and, 100 yards beyond, it is rejoined by the present road which then follows the same line for 500 yards to Low Stockdale Bridge. Here a turn of  $18^\circ$  more to the east of north is made, to keep along the side of the Lune valley, and this is followed for  $2\frac{1}{4}$  miles. From Middleton Hall back to the railway it is marked by fences, but then the main road and afterwards a narrow lane mark it right on to near Holme Farm where it has to cross the river Rawthey at a fordable point called Lords Dub. Then Ingmire Back Lane carries the road on to the east of Ingmire Hall, after which for  $\frac{3}{4}$  mile it crossed the fields until it joins an old road from Sedbergh, Howgill Lane, at its junction with another called Slacks Lane, on the west side of the Howgill Fells near Height of Winder farm.

Howgill Lane follows a nearly straight course, adapted to the side of the fells and embanked in places, turning where necessary to secure convenient crossings at the becks, for the next 5 miles towards the site of the Roman fort at Low Borrow Bridge, near Tebay, but  $\frac{1}{4}$  mile before reaching the fort it crossed the Lune at Salterwath Bridge, making straight for the east side of the fort alongside which it passes. Howgill Lane is now very narrow, with awkward bends in some parts, and great care is needed if a car is taken along it, but it is possible with those of moderate size.

For the continuation of this road to Penrith (Brougham) see 7d, p. 117.

The Antonine Iter X follows this road from the fort at Overborrow southward to Ribchester, giving the distance as 27, in reasonably good agreement with the actual mileage of 29.



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1. W. T. Watkin, *Roman Lancashire* (1883), 79
2. P. Ross, *Bradford Ant.*, 6, 243
3. W. Harrison, *Lancs. & Ches. Ant. S. Trans.*, 31, 69
4. J. S. Slinger, *Lancs. & Ches. Ant. S. Trans.*, 12, 122
5. W. T. Watkin, *Cumb. & Westmor. Ant. A.S. Trans.*, 7, 109
6. E. Birley, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 53, 52

705. LANCASTER (SCOTFORTH)—OVERBORROW (13½ miles)<sup>1</sup>

The finding of a Roman milestone near Caton points to the existence of a road along the south side of the river Lune, and it is presumed that this would connect the main route 70d with the fort at Overborrow and, no doubt, also with the other main route 7c and its eastward branches.

A very straight road leads north-eastward from a point near Scotforth, at the southern edge of Lancaster, following high ground east of the town with magnificent views to the west and north, and then, to the west of Quernmore, it has to curve to suit the ground, eventually joining the main valley road at Caton. An older road through Brookhouse at a higher level than the valley road represents the probable continuation towards Claughton, whence the present main road continues in very straight lengths towards Hornby, and then through Melling and Tunstall to Overborrow. The Roman fort here is a mile to the west of the main northern road 7c, with which it was no doubt connected by a branch along the valley of the Leck Beck.

## REFERENCE

1. W. T. Watkin, *Roman Lancashire* (1883), 84

706. WHITTINGTON—LUPTON (5 miles)<sup>1</sup>

It seems possible that a road ran north-westward from the fort at Overborrow, for from Whittington, just across the river Lune, there are traces of an older road close to the present lane leading through Hutton Roof towards Lupton. It appears as a slight terrace beside a field wall on the south of the present road ½ mile beyond Whittington, and is clear on rough ground over the top of the hill till rejoining the road near Nanny Hall, and again by a field wall past this. Then the road through Hutton Roof to Newbiggin follows it, and beyond this there are roadside



traces, until the road below Farleton Fell runs on it again, where it is quite a wide *agger*. It was presumably making for the fort near Kendal.

## REFERENCE

1. F. Villy, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 37, 49

## (iv) West Yorkshire

## 73. INGLETON-BROUGH BY BAINBRIDGE (19 miles)

A very direct and well-preserved road can be seen and followed almost continuously from the village of Ingleton, at the edge of the fells, in a north-east direction to the Roman fort which is situated in a particularly commanding position upon an isolated hill in the valley just east of Bainbridge.

From Ingleton the course of the road follows the valley of the river Greta. It leaves the village by a cleverly designed route which climbs the spur between the Greta and the Kingsdale Beck, and, having gained a convenient height, it continues as a very straight valley-side road west of the Greta to Chapel le Dale at the upper end of this narrow valley. The present main road follows the opposite slope, but does not preserve such a good level throughout its course. At Chapel the two roads join, the Roman road crossing the Greta and its course onward being now marked by a hollow through the field east of the church, whereas the present lane joins the main road by a right-angled turn. Then the main road marks the course onward to Ribbleshead and for a mile farther, to the point where the Gayle Beck was forded. All this part of the road from Ingleton follows practically one alignment.

The course of the road, as it leaves the present road, descends to the ford, climbs again beyond it, and turns to resume its north-eastward alignment, is very plain and well preserved. It is normally about 15 feet wide and slightly raised. As it climbs again it appears as a well-graded terrace, and after turning north-east it can be plainly seen as a bright green strip of turf continuing straight up the slope of Cam Fell, to reach its southern tip at an altitude of 1,500 feet, and then curving a little more to the north to follow the south-eastern face of the fell. It continues to rise very gradually to over 1,800 feet, and after reaching the summit of the ridge it curves eastward round the south side of Dodd Fell Hill. Then, still rising slightly to over 1,900 feet, it follows the ridge from Dodd Fell to Wether Fell where it again passes along the southern side. This course, though bending to suit the ground, manages to keep a wonderfully direct line. It is generally a rough track



and terraced along the hillsides, but has been modernized from Cam Houses eastward towards Hawes. A parish boundary follows it for  $2\frac{1}{2}$  miles.

After passing Wether Fell, a rigidly straight alignment was possible, and this was accordingly laid out direct to the fort at Bainbridge, following a spur of the fell which runs conveniently in that direction. Though now edged by stone walls it is evident that the road was constructed on a slight *agger* about 15 feet wide. A slight curve assists the road to pass some hillocks just as it descends into the valley at Bainbridge, and then, immediately in front as one descends, there stands the fort, even now a very impressive earthwork planted squarely upon the detached hill which rises in the valley, a position of great strength. The terraced road which gave access to the south gate can be clearly seen slanting upward towards the right.

Despite the unavoidable bends in the fells, the whole course of this road is as nearly as possible in one straight line, a remarkable example of the skill used in choosing the route.

The western end of this road has not yet been satisfactorily established; it has been suggested that the road turned westward near Ingleton along the foot of the fells by Ireby, but, judging by its general alignment, it seems far more probable that it continued south-westward to join the trunk road 7c somewhere near Lower Bentham. If so, it may be represented by the lane through Ingleton near the river, and then by the lane past Worth House to Fourland Hill, but more investigation is needed here.

### 730. BROUGH BY BAINBRIDGE-BUCKDEN (IN WHARFEDALE) (7 miles)<sup>1-4</sup>

Traces of old roads have been described leaving the fort at Brough and proceeding to the high ground on the south. One that climbs to the south of Addlebrough in short straight lengths then turns south-westward on a direct alignment for 2 miles, where it is an *agger* 21 feet wide and a foot high. The other follows a more curving route along the east side of Raydale to near Stalling Busk, though high above the village, after which it turns south-eastward and, as a curving derelict track, joins the other route on Stake Moss. This track then continues south-eastward into Wharfedale upon a curving course designed perhaps to avoid the boggy stretches of moor. It enters Wharfedale above the hamlet of Cray, following the line of one of the remarkably level rock outcrops east of and above the present road, and then descending by a well-engineered terrace through Rake's Wood to Buckden. It seems doubtful whether any remains of a Roman road continuing down Wharfedale have yet been found, though its existence is of course very likely.



## REFERENCES

1. F. Villy, *Bradford Ant.*, 8, 203
2. F. Villy, *Bradford Ant.*, 9, 46
3. A. Raistrick, *Yorks Arch. J.*, 31, 214
4. B. H. St J. O'Neil, *Leeds Phil. S. Proc.*, 3 pt. i, 39

## (v) Cumberland and Westmorland

7d. TEBAY (LOW BORROW BRIDGE)—PENRITH (BROUGHAM) (18½ miles)<sup>1</sup>

After passing the fort at Low Borrow Bridge the present main road follows the course of the Roman road for a mile to Lune's Bridge, passing along the steep slopes of Jeffreys Mount. At the valley of the Borrow Beck, just north of the fort, a branch road (707) led off south-west to Kendal. Then, where the main road crosses the bridge by a sharp turn, the Roman road continues as a hollow straight on down to the river, which was evidently forded. Beyond the river, and on past Tebay, the course is now unknown for it is on alluvial ground, but it seems to have re-crossed to the west bank beyond Tebay, and then to have crossed the Birk Beck about 150 yards above its confluence with the Lune, for beyond this point the road is traceable again.

It appears first as a hollow 300 yards west of Daniel Hill farmhouse, and then for 1½ miles over Orton Low Moor to near Sproatgill farm the *agger* is very plain, up to 21 feet wide between the ditches but not much raised, the road showing as a strip of fine grass or thin heather, with the ditches somewhat deepened by water action to a depth of 3 feet usually, but sometimes up to 6 feet. Towards Sproatgill it has been obscured by recent ploughing.

Beyond the farm a wall and parish boundary follow the road, and also a footpath after ½ mile, till just beyond the crossing of the Orton-Shap road. Then the wall and boundary turn away north-eastward, but the Roman road and footpath continue straight on up the moor to Crosby Ravensworth Fell, this part being all on one alignment slightly west of north since just after the Birk Beck crossing. Near the 1,000-foot contour the road makes a curve on to a north-east alignment so as to pass through a depression between Long Scar Pike and Howe Nook Pike, the footpath marking its course approximately. Then on Coalpit Hill the footpath leaves the road, bearing away north-westward to Oddendale, and the road is traceable straight on, as a grassy strip with ditches, passing a little to the west of a



tumulus on a summit of limestone rocks. It is here known as Wicker Street and continues as a grassy strip down the hill to Blea Beck, where the raised approach to the culvert, whose stones lie around, is visible. It is again traceable through the fields as a strip of finer grass, following the same alignment, and passing just to the west of a Romano-British settlement at Ewe Close, just before it reaches the Dalebanks Beck. Excavation near the settlement showed that the metalled road was here 20 feet wide.

Beyond the beck there is no trace for  $\frac{1}{4}$  mile, but then, 150 yards north-east of Haber farmhouse, a fence marks the line, running slightly west of north, and this is then followed continuously for the next  $1\frac{3}{4}$  miles to Low Wood Beck by fences, lanes, and footpaths, passing just east of Haberwain and at Wickerslack following part of the main street.

Beyond Wickerslack a lane and then a footpath mark it down Brown Bank, where the *agger* is plain along the west side of a fence, and then the beck was crossed by a ford at the south-east corner of Spring Wood. Here the road began a new alignment to north-west which is rigidly followed for  $5\frac{1}{4}$  miles to near Gilshaughlin House. It is marked at first by a footpath beside the wood and then, after crossing the fields for 750 yards, by the main street of Reagill. The present road on to Sleagill is close to its line, which lies just in the fields first on the west, then east, and then west again, crossing Sleagill Beck at a ford and then the village street opposite the road to Newby which now follows it for a mile. Then the line runs straight on through the fields on the west of Newby for a mile, the *agger* being visible before it is rejoined by the present road  $\frac{1}{2}$  mile beyond the village. This road is called The Street, and follows the alignment rigidly for  $1\frac{1}{4}$  miles, passing Street Head Wood and Street House, but it does not seem raised.

Where the present straight road now turns off eastward to join the Appleby-Penrith road there is a faint ridge across the corner of a field into a wood, and a line of fence then continues it, passing Gilshaughlin House. Then a slight turn more to the north-west was made, and an alignment begins which is continued past Brougham and Penrith towards Carlisle. There is now no trace for  $2\frac{1}{2}$  miles, but the line would cross the Appleby-Penrith road near the turning to Lowther Castle and then, at Moorhouse Farm, Moor Lane seems to mark it for the final mile to Brougham, where the road passes the east side of the fort to reach a ford on the river Eamont.

For the continuation of this road to Carlisle see 7e, p. 123.

#### REFERENCE

1. P. Ross, *Bradford Ant.*, 7, 1; also in *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 20, 1



707. LOW BORROW BRIDGE-WHINFELL-KENDAL (8 miles)<sup>1</sup>

A branch road left the main route (7d) at the valley of the Borrow Beck, just north of the fort at Low Borrow Bridge and 2 miles south of Tebay. It is probably now represented by the track beside the stream from the railway viaduct to a point just beyond the first piece of woodland where the track fords a small stream. Here it leaves the valley track and climbs steeply up the slopes of Whinfell into the second piece of woodland. The road climbs steadily by a regular and practicable gradient, and, though damaged by water, the hard base preserves a fine turf strip to mark the road.

Beyond the ridge the road is still a hard green track showing traces of the old stone foundation, and it continues to be generally represented by the existing lane past Cockin, Borrans, Patton Bridge, and Meal Bank to Kendal, a route which, though now full of twists, yet retains the same general direction all the way from the Whinfell ridge to Kendal.

## REFERENCE

1. T. Wilson, *Cumb. & Westmor. Ant. A.S. Trans.*, 7, 90

74. HIGH STREET. PENRITH (BROUGHAM)-AMBLESIDE (TROUTBECK)  
(19 miles)<sup>1, 2</sup>

From the fort at Brougham a road ran in a south-westerly direction through Yanwath and Tirril and then over the high ground to Troutbeck east of Ambleside. It is in some respects an unusual Roman road, for it involves itself in prodigies of mountain climbing, passing for 6 miles over a succession of hills well above the 2,000-foot level, culminating in the prolonged passage of the mountain called, on this account, High Street, and all to no real purpose so far as we can see. The road is in its form very typical of mountain routes, varying in character from a distinct *agger* at some points, through terraceways, sometimes quite narrow, to what now appears as a mere hollow way, though this may be due to water action upon one of the road ditches or to pack-horse traffic.

The exact course is unknown as far as Eamont Bridge and Yanwath, but then the road to Tirril follows it. Then it crosses fields to Celleron farm, where there is no visible trace, but the farm road to Winder Hall may represent its course.

Here the road enters the moorland and remains upon almost trackless wild ground until it reaches Troutbeck Park, 13 miles farther on beyond the mountains. It cannot be too strongly emphasized that no one should attempt to follow this



section of the route except under suitable conditions of weather and if physically equal to the task. The Roman soldier must have found it gruelling enough, but at least he had a well-graded and maintained road to help him, a condition that is almost entirely absent at the present day. The Ordnance Survey mark the route by a broken line indicating a footpath, but this is in fact very intermittent over large areas of the moor, especially between Winder Hall and Loadpot Hill, and the searcher finds himself crossing trackless moorland, guided mainly by the grassy indications of the vestiges of the Roman road or its ditches, and such walking, even under good conditions, can be very heavy indeed.

From Winder Hall to Eller Beck there is hardly any trace of the road, but just beyond the beck the ruins of a prehistoric stone circle are passed, and as the road ascends the following slope it gradually becomes clearer, as a low *agger* some 15 feet wide, between grassy ditches. A small cairn of stones has been made upon the next crest and the searcher will be well advised to look out for, and to make for, this as it will set him upon the right course for some distance both ways where the road is plainer. Much of it here shows a distinct *agger* 15 feet wide, and the road back to the north-east runs straight down the hill for some distance as a grassy strip.

Sections were cut across the road at a point 1,200 yards south of Eller Beck,<sup>3</sup> where the kerbs were found to be 10-11 feet apart, and also near Loadpot Hill where the *agger* was 10 feet wide at the top and 15-16 feet at its base, made up of a foundation layer of large stones, but without kerbs, then 8 inches of peat under the surfacing of gravel which was 9 inches thick in the centre of the road.

Southwards the road climbs steadily up the slopes of Brown Rigg on Barton Fell, showing as an *agger* (Pl. IVb) or a terrace in some places, and then running for a long distance to the lower northern slopes of Loadpot Hill as a hollow way which the present track follows. The 2,000-foot contour is crossed here but the ascent has been remarkably easy and gradual. The views northward over Ullswater are very fine.

At Loadpot Hill the road reaches the ridge by a rather steep final climb round the western slopes of the hill, and finally reaches the remarkable elevation of 2,150 feet. It now turns southward along the ridge, to pass successively over or near the summits of Wether Hill, Red Crag, Raven Howe, High Raise, The Knott, and finally High Street, all well over 2,300 feet, before descending very steeply into Hagg Gill direct to the Trout Beck. A less practicable route for a well-engineered road it would indeed be hard to find. This descent is made at a remarkably uniform gradient (as can be seen if the road is viewed from the Kirkstone Pass road overlooking Troutbeck Park) of about 1 in 5 for nearly 1½ miles, the road showing clearly as a strip of finer turf, and with some terracing where necessary upon the steeper slopes. Such a hill suggests that it was not intended for vehicular use.



On reaching the low ground at Troutbeck Park the road appears to keep along the foot of the steep hillside east of the beck, marked by tracks and lines of field walls, past Long Green Head farm to Troutbeck. The connections to the south which the road must have had do not seem to have yet received adequate study. It is most probable that the very direct road from Fasethwaite Yeat, 1 mile south of Troutbeck Church, to Ings and Kendal may be the continuation to join the roads to the south, and, if so, one can hardly suppose there was not also a westward link to the Ambleside fort and road 740 to Ravenglass.

## REFERENCES

1. R. G. Collingwood, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 37, 1
2. T. Hay, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 38, 42
3. F. Haverfield, *Cumb. & Westmor. Ant. A.S. Trans.*, 15, 360

740. AMBLESIDE-RAVENGLASS (19½ miles)<sup>1-4</sup>

The Roman fort in Borrans Field at Ambleside was connected direct to the coastal fort at Ravenglass by a road through Langdale, over Wrynose Pass and Hardknott Pass, and then through Eskdale. Its course has been well established by the visible traces through the hilly country, but it has not been fully established near the terminals, due in part to stream erosion and the cultivation of the valley bottoms.

However, it is fairly clear that the first section of the road must have run close to the river Brathay as far as Skelwith Bridge, for there is little choice of position. Then it probably followed the steep hill now taken by the Coniston road as far as the brow above Colwith, descending thence by a steep terraceway, which can still be seen, and crossing the Colwith lane near the foot of the steep hill from the Coniston road. It is continued towards Little Langdale by a green lane between walls, with a footpath from Colwith Bridge to High Park Farm and Stang End, and then there are traces of an *agger* north of the present road near Stang End Farm. Then the course seems marked by a bed of hard gravel close to the river till it climbs again to rejoin the present road at High Hall Garth and along the course of a footpath from Tibberthwaite to Fell Foot where the hill section begins.

Beyond Fell Foot the road begins the ascent of Wrynose Pass and its course has been closely observed and described by Prof. I. A. Richmond,<sup>4</sup> an account of which full use has here been made and is gratefully acknowledged. The road first appears clearly at the Pedder Stone as a terrace only 4 feet wide, on the north of the present road, but becomes wider, to 18 feet, upon rounding the shoulder of Great Horse Crag, and it takes a curving course which crosses the Wrynose Beck 75 yards upstream from the present bridge, choosing a narrow rocky spot that would have been suitable for bridging. It continues as a prominent causeway, 18 feet wide,



with a better gradient than the present road which gradually converges with, and then crosses, it. Then it swings in a curve to the south of the Three Shire Stone and is lost in a marsh for a short distance.

Emerging from this, it joins the present road for 80 yards and then reappears upon its south side. A little farther on, the modern road curves to the north round a small shoulder of hill, and the Roman road can be seen as a terrace to the south of it, some 21 feet wide. Soon afterwards it crosses both the present road and the river Duddon, to appear as a clear causeway upon the north side of the river, 24 feet wide and with the kerbs showing in some places, especially on the west side of Gaitscale Gill.

It is then destroyed in passing through some fields, but the south kerb can be seen farther to the west and also the causeway, aiming for a second crossing of the Duddon in alignment with the modern road running east from Cockley Beck, and the causeway is clearly seen on each side of the Duddon. It leaves the modern road again at a point which enables it to recross the Duddon above both the Cockley Beck waterfall and also the confluence of Moasdale Beck, and the causeway, 18 feet wide, can be seen just before it reaches the Duddon.

After this it follows the farm road to Black Hall, now a narrow road but laid upon an *agger* 20 feet wide. At the crossing of Hardknott Gill on the east of Black Hall, the Roman road continues to the south-west across the field south of the farm, crosses Roundley Beck, swings a little more to the south but then doubles back to the north-west in a sweeping curve, east of a ruined sheepfold. The road now climbs the hill to the north-west by a series of zig-zags, and is 20 feet wide in some places. It rejoins the present road close to Hardknott Pass at an elevation of 1,200 feet, and follows it for 100 yards before swinging to the north, to pass through a rocky spur of Raven Crag in a cutting 15 feet deep, where the road is 15 feet wide. Beyond this it runs on the south of the present road until that makes a turn to the south. At first the Roman road is on the live rock which shows signs of heavy wear, but it then becomes a bold *agger* 15 feet wide. Then it swings to the south to rejoin the modern road by two small zig-zags.

The Roman fort at Hardknott stands upon a westward spur of the fells with a commanding view over Eskdale, which we are now entering. It stands above and to the north of both the modern and Roman roads, which are 30 yards apart just there. Branches led from the main Roman road up to the south and west gates of the fort, the zig-zag by which the west gate was approached being visible, but the main route is here obscured by moss and vegetation.

After this it is seen to cross the wall into Brotherilkeld field, 70 yards to the north of the modern road, and then appears in a series of zig-zags, as a bold terrace 15 feet wide, just to the north of the road, and continuing parallel with it on that side down a spur into Brotherilkeld Coppice, where it is 16 feet wide.



Throughout the section of the road from Fell Foot to Brotherilkeld the road is usually 15-18 feet wide, but in the valley the *agger* may be up to 24 feet in width. In cuttings it narrows to 15 feet.

Westward from Brotherilkeld the road cannot be traced so clearly for much of it has been destroyed by cultivation in the valley of Eskdale. West of Wha House Bridge the modern road runs upon a heavy causeway as at Black Hall, which may well be part of it, but no road structure of Roman type has been found to the west of this until the approach to the terminal fort at Ravenglass. The road probably lay in the valley flats and has been ploughed out.

The final length of the road has been seen<sup>5</sup> in dry weather across boggy ground between the Muncaster Home Farm and the site of the fort close to the coast,  $\frac{3}{4}$  mile to the south of Ravenglass. It was excavated here and shown to be composed of the local pebbly gravel 22 feet wide, with ditches 8 feet wide on each side and also side banks.

The Antonine Iter X follows this road and gives the distance as 18 miles, in reasonably good agreement with the actual mileage of 19 $\frac{1}{2}$ .

#### REFERENCES

1. J. Dixon, *Cumb. & Westmor. Ant. A.S. Trans.*, 3, 337
2. C. R. B. McGilchrist, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 19, 17
3. R. G. Collingwood, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 21, 24
4. I. A. Richmond, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 49, 15
5. Miss M. Fair, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 26, 423

#### 7e. PENRITH (BROUGHAM)-CARLISLE (19 $\frac{1}{2}$ miles)

The northern main road was continued upon the same alignment that had brought it to the east side of the fort at Brougham. After crossing the river Eamont this took it through the fields a little to the east of the present road, where it has been traced though nothing now shows there. It rises to the higher ground through a depression in the hillside which can still just be made out. Then the alignment continues straight on through the eastern outskirts of Penrith, now covered by houses and the cemetery. Beyond this a hedgerow seems to mark it for a short distance, but otherwise there is no trace through the fields. The line joins the old main road north of Penrith on the top of the hill, and here a slight turn more to the north was made. The new line is then rigidly followed by the main road to Carlisle, and this is upon the Roman lines, changing direction very slightly at several points, for the rest of the journey. The road has been so greatly altered by widening and modernization that nothing ancient remains except for these alignments.



At Castlesteads,  $\frac{3}{4}$  mile north of Plumpton Wall, there was a settlement which has been identified as *Voreda*. From here a branch road ran south-westward to Greystoke (741), probably to connect with Keswick though this has not yet been fully traced.

The Antonine Itineraries *II* and *V* include this road as part of routes from Carlisle to Catterick via road 82. In *V* the distance from Brougham is given as XXII, in reasonably good agreement with the actual mileage of  $19\frac{1}{4}$  to Carlisle. In *II* an intermediate stage at *Voreda*, Castlesteads, is given, XIII ( $12\frac{3}{4}$ ) miles from Carlisle, and then on to Kirkby Thore on road 82.

For the continuation of this road into Scotland, to Crawford, see 7f, p. 185. For roads in the Carlisle area related to Hadrian's Wall see Chapter 4.

741. PLUMPTON WALL (CASTLESTEADS)—GREYSTOKE—TROUTBECK\*  
STATION (FOR KESWICK?) ( $10\frac{1}{2}$  miles)

It has been realized only recently that a road went south-west from the fort *Voreda* at Castlesteads, 1 mile north of Plumpton Wall, upon the main northern route (7e). Its course has now been studied in detail by R. L. Bellhouse,<sup>1</sup> upon whose description this account is largely based. His investigations disclosed, however, that the road had previously been described in detail by the eighteenth-century antiquary West<sup>2</sup> and then forgotten, but this earlier account has now been shown to be most accurate.

About a mile from Castlesteads the road passes the hamlet of Low Street and then goes just north of Kelbarrow, beyond which it remains in use as a cart track through a large field. The *agger* is clear just south of the present road which comes on to the alignment at The Laithes. Then it crosses fields to Little Blencow and was formerly traced in these. Beyond Blencow Hall the road follows it for a mile to Greystoke where a slight turn west is made, and the course is next marked by a cart track along the edge of a plantation almost parallel to the modern road on its north-west side. It gradually closes with and then crosses this road on to open moorland; it was found to be 18 feet wide, well cambered and metalled, with kerbs of large stones, just before the crossing, but becomes buried upon entering the moor where quarry pits are visible near it. Near Whitbarrow it turns westward almost parallel to, and a little north of, the present Penrith-Keswick road between Whitbarrow and Troutbeck station, and is here quite clearly traceable as a well-defined green *agger*. It crosses to the south side of the road about  $\frac{1}{2}$  mile west of the turning to the station and is then lost, but it seems reasonably certain that it must have been making for Keswick, 8 miles beyond.

\* Not to be confused with the Troutbeck near Ambleside.



## REFERENCES

1. R. L. Bellhouse, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 54, 17
2. Mr West, *Guide to the Lakes* (1st ed., 1778), 147

84. MAIDEN WAY. KIRKBY THORE-CARVORAN (26½ miles)<sup>1, 2, 3</sup>

This very isolated northern road leads off from the Brough-Penrith road (82) at Kirkby Thore, 4½ miles north-west of Appleby, and after climbing steeply over the Pennines on Melmerby Fell above the village of Kirkland, passes to the west of Alston, keeping along the western side of the valley of the river South Tyne, and so approaches the zone of Hadrian's Wall in its central section near Greenhead, making direct for the fort and settlement at Carvoran (*Magna*). The route was described in great detail by W. Bainbridge as long ago as 1851 and over much of the course there has in fact been little change since, owing to the remoteness of the country through which it runs.

Save for a short piece of lane on the west side of Kirkby Thore village which marks it to the junction with the western road 82, the first mile to Hale Grange shows no trace through the fields where it was formerly seen. Then, beyond the Grange, a notably straight road continues on the line to Newbiggin Mill. Bainbridge noted that this road was just being laid out at the time of his survey and that it was defacing the Roman remains then seen. After this for several miles to Kirkland\* there is (and was) no trace through the fields, but a short piece of track from the churchyard up the hill to Banks Hall may represent it. Beyond Banks Hall the course has been traced by the darker texture of the grass through the meadows to the foot of the escarpment.

The steep climb now begins, and the road makes use of a narrow cleft, known as Argill or Ardale, just wide enough to take the road, and it curves round to the north-west up the steep hillside, followed for some distance by a wall, maintaining its character as a hard green terraceway. At the top, on Melmerby Fell, its condition was noted as being particularly perfect, in the form of an *agger* 2-3 feet high, 21 feet wide, with large stones at the sides. It continues very plain as a hard green track all the way down Melmerby Rigg to the north, but is now somewhat water-worn in places as it descends towards the Rowgill Burn, so exposing the stone foundations, but for some distance the smaller surface metalling is well shown and can

\* A delightful piece of period antiquarianism appears on earlier editions of the 1-inch Ordnance Survey map here—"The Hanging Walls of Mark Anthony"—a title applied apparently to some hummocky ground which is probably natural. One wonders who was responsible for this fancy, perhaps the incumbent of Kirkland in Victorian days!



still be walked upon (Pl. VIIb). It appears that the burn was crossed by a bridge, for the earth ramp on the south bank can be clearly seen.

The road is still traceable up the farther slope as a hard green track, continuing the same general course to north-north-east across the Penrith-Alston road and over Gilderdale Forest to the west of Alston. Here it passes over the ridge at a col known as The Sloat, between Horse Edge and Park Fell, still as a hard green track, then crosses the Gilderdale Burn and so reaches the Roman fort at Whitley Castle just beyond, passing along its eastern side. It is thought that this isolated stronghold may have been placed there to protect the mining operations in the district, and the road may also have been intended for traffic in connection with the mines.

The modern road now follows the course for several miles beyond Whitley Castle as far as Knarsdale, but short pieces of the older road can still be seen within some of the bends. From the Burnstones Inn at Knarsdale the older track can be seen slanting up the hillside as a hollow way, but it then becomes a flat and heathery strip 12 feet wide, which is very clearly seen when viewed southward from beyond the Glendue Burn, and the terraced approaches curving down to the burn are still clear. Up the hill beyond, the road appears, however, as a well raised grassy *agger*, 18 feet wide and 2 feet high but flattening as it reaches the top, and field boundaries follow it.

Where the present road turns west and crosses it,  $1\frac{1}{2}$  miles farther on, it is seen approaching from the south as a slightly raised grassy strip. Then it continues in use as a minor road past Greenriggs and Burnfoot and for  $\frac{1}{2}$  mile further to another stream crossing. The roads leave it here, but the *agger* is traceable across rough ground, continuing almost due north, and then in some places across the cultivated fields to Waterloo. After this its crossing of the Tipalt Burn and the ascent to Carvoran cannot now be seen, but it was formerly traced straight up the hill to the fort on Hadrian's Wall. Here it connected with the Stanegate (85).

#### REFERENCES

1. W. Bainbridge, *Arch. Aeliana*, 4, 36
2. F. Haverfield, *Cumb. & Westmor. Ant. A.S. Trans.*, 14, 196
3. R. G. Collingwood, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 37, 1

#### 75. CARLISLE-COCKERMOUTH (PAPCASTLE)-EGREMONT (38 miles)<sup>1, 2</sup>

Carlisle was connected with the forts in West Cumberland by a road that ran in a south-westerly direction. This lay at some distance behind the western part of the Wall, and is thus in some respects like the Stanegate (85) east of Carlisle.



Except for a few short lengths, the road is still almost continuously in use as far as Papcastle, and there is thus very little of the original road to be seen. Leaving Carlisle by Church Street and Wigton Road the road runs at first in two short alignments of a mile each to keep on high ground. Then at Kingrigg the main alignment begins and was closely followed for 8 miles to the fort at Old Carlisle,  $1\frac{1}{2}$  miles to the south of Wigton (Pl. V). In the centre of this stretch, west of Thursby, about 2 miles have gone out of use and the present road makes a detour, but no trace can be seen in the fields.

The farm of Old Carlisle stands just to the east of the large Roman fort whose outline still exists almost perfect as a slightly raised platform fully visible in the fields there. The present road diverges to the south, away from both the fort and the main Roman road which pursues its alignment just south of both the farm and fort, marked in part by a terrace beside a hedgerow and then by traces of the *agger* past the fort. A magnificently clear air photograph<sup>3</sup> depicts the fort and roads perfectly, the latter by parching of the turf, and this shows that, in addition to the main road, there was a branch from it near the farm, leading direct to the east gate of the fort, and also another running northward from the main road just outside its east wall and passing on to the north of the fort, though this has not yet been traced further (Pl. V).

At Red Dial, just beyond the fort, the main alignment turns a little more to the south, and is followed closely for  $3\frac{1}{2}$  miles and then somewhat loosely, to suit the hilly ground, for a further  $2\frac{1}{2}$  miles to Bothel. In the first part there is an interesting case of modern diversion at Percyhill in order to avoid an unnecessary hill, and the Roman line is clearly marked by hedgerows going right on over the top of this, though without any indication of an *agger*. Where best seen still in use, this road does not appear to be much, if at all, raised.

After Mealsgate the road becomes very winding, and although some of this is clearly done to suit the ground, it seems probable that the original course is here only followed approximately. At Threaplandgill Bridge,  $1\frac{1}{2}$  miles beyond Bothel, the present road straightens again and is then clearly upon the original alignment until  $\frac{1}{2}$  mile from Papcastle, save only for a short diversion near Redmain.

At Papcastle there was another fort, now covered in part by the village, and here there was quite a junction of roads, with routes going north-west to Maryport fort (751), south-west to Moresby fort (752), and south-east to Keswick (753).

From earlier observations it seems fairly clear that the main road 75 was continued beyond Papcastle to the south-west. The name Streetgate appears at a farm 1 mile north of Lamplugh, on the north-west side of the present main road leading to Egremont, and traces of the actual road were found crossing the fields  $\frac{1}{2}$  mile to the south of this farm, to the west of Crossgates, though no surface traces seem to be visible now. It appears therefore to have lain a little to the west of the



present road, but this is so extremely winding that no clue to the general line of the earlier road has as yet been found. Farther on again, traces are reported to have been found in Frizington Park, an area now much industrialized, and also in the main street of the mining village of Cleator. Remains of a stone-paved ford across the river Mite at Mitebank Marsh,  $\frac{1}{2}$  mile above the railway bridge, have also been recorded,<sup>4</sup> and may well be part of it. This all seems to show that a road existed as far as Egremont and perhaps eventually to Ravenglass, where there was another fort, but much of the route still needs investigation.

## REFERENCES

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2. W. Dickinson, *Cumb. & Westmor. Ant. A.S. Trans.*, 3, 342
3. J. K. St Joseph, *J.R.S.*, 41, Pl. IVA
4. M. C. Fair, *Cumb. & Westmor. Ant. A. S. Trans. (N.S.)*, 29, 259

750. COASTAL ROUTE, SILLOTH-MARYPORT-WORKINGTON (17½ miles)<sup>1</sup>

It is clear that a road existed along the West Cumberland coast to connect the forts and fortlets now known to exist as a kind of sea-coast extension of Hadrian's Wall. No doubt it connected with the Wall's Military Way (86) at Bowness on Solway, but the coast has altered to the north of Silloth since Roman times with wide inundation. The present road along the shore may represent it generally, but it seems likely that parts of this have been affected by coast erosion. At Beckfoot the site of the fort has been traced, and an air photograph shows a road passing centrally through the fort some 50 yards inland from the present road.<sup>2</sup> The latter is known to have a substantial foundation, and it seems possible that the one seen through the fort was a local branch only.

Where it approaches Maryport the coast road now turns inland, but the coastal route is continued by Bank End Lane on to the high ground where the fort is situated, and there it meets another road which crosses the stream on the east of this by a distinct *agger*, pointing a little more inland towards Crosby or Cross Canonby, to which a road, 14-15 feet wide, was formerly traced by a belt of cobbles across the fields.<sup>3</sup> The fort at Maryport is still intact in a field on the eastern edge of the town. From its south-east gate the coastal road was found to run along Camp Road into the town; it was composed of cobble paving with rows of kerbstones and at one point the metalling was 18 inches thick. The coast road to Workington probably indicates the continuation of this route towards the fort at Moresby, but beyond that point it is uncertain. It may have joined the Papcastle-Moresby road (752) near Distington.





*J. K. St Joseph*

V. THE ROMAN FORT AT OLD CARLISLE, WIGTON (75), FROM THE AIR, LOOKING EAST

The main Roman road (75) passes on the right (south) of the fort; a branch from it leads to the east gate, and another crosses this but is overlain by later work to the fort's east rampart (page 127).



VI. THE REMARKABLE PAVED ROMAN ROAD ON BLACKSTONE EDGE (720a) BETWEEN ROCHDALE AND HALIFAX  
 (a) Detail of the best preserved portion, showing the central trough perhaps intended for the brake-pole of carts on the very steep hill (page 135). (b) On the moorland above the hill, showing large central stones but without the trough (page 135).



## REFERENCES

1. J. B. Bailey, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 23, 142
2. J. K. St Joseph, *J.R.S.*, 41, pl. IVB
3. J. B. Bailey, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 4, 250

751. MARYPORT-PAPCASTLE ( $5\frac{1}{2}$  miles)<sup>1</sup>

A road laid upon a single alignment ran direct between these two forts and is still clearly marked for most of its course. Despite the statement in the literature that the road left the south-east gate, it seems more likely that it joined the coastal road (750) outside the north-east gate, for the alignment from near this point is clearly represented at first by the narrow enclosed footpath, Pigeonwell Loaning. There is then no trace through the fields to near Hayborough Farm where faint traces and then a hedgerow seem to mark it. Just beyond, at Lonsdale Place, the present road follows it for a mile and then a sunken lane for another mile, continued by the west boundary of Dovenby Hall park. Here it crosses a stream in a deep little valley by means of a V-diversion upstream, of which clear traces remain. The construction was examined here and found to consist of a stone layer 2-3 feet thick, while a little farther on it was a broad grassy platform 12 feet wide and  $1\frac{1}{2}$ -2 feet high. Fences mark the line onward until a derelict lane, and then a road, follow it into Papcastle.

## REFERENCE

1. F. L. B. Dykes, *Cumb. & Westmor. Ant. A.S. Trans.*, 1, 169

752. PAPCASTLE-MORESBY ( $10\frac{1}{2}$  miles)<sup>1</sup>

It is now considered probable that this road was also provided for direct connection with the coastal fort at Moresby. The first 4 miles of the present road from Papcastle to Bridgefoot, near Little Clifton, are now winding and only represent the course approximately, but after this the road to Distington runs in notably straight lengths. From there to Moresby it is a valley-side road designed to suit the ground.

## REFERENCE

1. Information from the Ordnance Survey



753. PAPCASTLE-WHINLATTER PASS-KESWICK (11½ miles)<sup>1</sup>

It has recently been realized that another road led from Papcastle south-east into the Lake District. From Cockermouth the Lorton Road runs in short straight lengths along high ground to the east of the river Cocker until it reaches High Lorton in the mouth of Lorton Vale. Here it turns sharply eastward and follows the very straight old road called Scales Hill, now replaced by the easier present road. The older route follows the south side of the Whit Beck, mainly as a terrace up the steep hillside, and eventually descends into and crosses Scaw Gill, to fall in with the present road through Whinlatter Pass, which finally drops very steeply into Braithwaite. Here a metalled causeway, 20 feet wide, has recently been found by R. L. Bellhouse<sup>2</sup> just north of the railway crossing at Braithwaite station, running through the fields towards Portinscale and Keswick, but more investigation is still needed here to link this portion with the very steep ascent to the pass.

## REFERENCES

1. Information from the Ordnance Survey
2. R. L. Bellhouse, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 54, 17



## Chapter 4

### NORTH-EAST ENGLAND



#### (i) The North-eastern Network

SOUTH YORKSHIRE WAS somewhat thickly covered by a road network, with centres in the Skipton-Ilkley area, Tadcaster, York, and Malton. North of this two parallel routes (8 and 80) led towards the zone of Hadrian's Wall, which bounds our district on the north as do the Pennines on the west. (Map 3, page 90.)

In the south Ryknild Street (18e), from Chesterfield to Templeborough, enters the area near Rotherham, and an eastward branch from Catcliffe, south of Rotherham (18g), to Oldcoates, possibly continuing to Littleborough on road 28a, has been found recently. The Buxton-Sheffield road (710) continued through Rotherham to Doncaster (710c). Here it met the loop road (28) which branched westward from Ermine Street (2d) north of Lincoln to give access to York avoiding the Humber ferry, going by Doncaster, Castleford, Aberford, and Tadcaster to York.

At Tadcaster it was joined by the road 72b from Ribchester on road 7, through Ilkley, which had several branches: at Elslack a road led south-east to Keighley and Bradford (721); at Skipton a road led north-west through Long Preston and Settle, probably to Overborrow on road 7c though the last part is not known (722); at Ilkley the Manchester-Littleborough-Aldbrough road (720) crossed it; east of Adel and Leeds a short branch seems to have run south to Woodlesford (728); and to the east through Scarcroft the route forked, the southern branch (729) joining road 28b at the bend north of Aberford, while the main road continued through Bramham to Tadcaster (72b). West of Tadcaster a short linking road, Rudgate (280), made a direct connection from road 28b to the northern trunk road from York (8a) near Green Hammerton so as to cut out the detour via the city for through traffic to the North.

The earliest road to York seems to have been the continuation of Ermine Street (2e) from the Humber ferry at Brough, but the last part of this into the city appears to be a linking road from Barmby, and the alignments suggest that at first the road from Brough forked at South Newbald, near Market Weighton, the eastern arm going straight on over the Wolds at Warter to Malton (29), and the western (2e as far as Barmby) continuing north-westward through Stamford



Bridge as the first part of the eastern of the two northbound roads (80a). The subsequent, but early, founding of York then modified the arrangement.

Malton was an important fort and road centre; from it roads ran south-west to Stamford Bridge and York (81a), north-eastward to camps at Cawthorne and towards the coast near Whitby (81b), and there were other roads going south-east to Lutton (812), south-south-east to Wetwang and Bainton (813), west to Hovingham (814), west-south-west to near Bulmer (815), and east to Filey (816) with a branch northward at Sherburn to near Scarborough (817). Roads ran eastward too from Stamford Bridge to Bridlington (810/11).

From York itself there were the roads 2e to the Humber and 81a to Stamford Bridge and Malton just mentioned; to the south-west through Tadcaster, road 28c; to the north-west to Green Hammerton, and there turning north, the main trunk road, Dere Street (8a), leading to the Wall through Corbridge and on into Scotland; and at least one local branch north-eastward from the city, to Sutton on the Forest (800).

But north of this intensive network the roads become scarce. Dere Street (8) was probably joined at Aldborough by the road from Ilkley (720b) whose last part is not known, and then there are no known branches until at Scotch Corner the important linking road 82 branches west over Stainmore to join the western trunk road (7) at Brougham near Penrith. From this road at Bowes a north-eastward link (820) runs through Barnard Castle to join 8c south of Bishop Auckland. At Willington, a few miles to the north, a branch runs north-eastward towards Durham (83), and then no more are known till Corbridge is reached. East of Dere Street the road 80 pursues an almost parallel course some 7 miles distant, through Thirsk and Durham to Newcastle upon Tyne, and it seems very likely that this is the earlier road of the two to the north. At Wrekenton, just before it reaches Gateshead, there is a branch north-eastward, the Wrekendyke (809), leading to an important supply port at South Shields on the mouth of the Tyne.

For the meaning of the roads in the zone of Hadrian's Wall the reader is referred to that section of this chapter, and here it will suffice to mention that there were two east-west roads, the Stanegate (85), from Corbridge to Carlisle, and the Military Way (86) all along the Wall's course. Short linking roads to outlying forts at Bewcastle (865) and Netherby (868) are suitably related to this, as is also a southward road from the Wall fort at Drumburgh to Kirkbride (869).



## (ii) South-west Yorkshire

### 72b. ILKLEY-TADCASTER (24 miles)<sup>1</sup>

The course of the eastward Roman road through Ilkley is represented by The Grove (formerly Green Lane) and Station Road for 200 yards to Cow Pasture gate, then by a line of fences and short pieces of road direct to Ben Rhydding House. About 120 yards north of this course was the site of the Roman fort, *Olicana*, and the church marks the middle of its south side. Another road coming from Manchester through Littleborough to Aldborough (720) crossed the route here.

Beyond Ben Rhydding on a hill above Boggart Wood the *agger* is visible, 16 feet wide, by a footpath through a plantation near Wicken Tree Well, north-west of The Mount, for 250 yards, and farther on as a bridle road south of Low House. It then passes through the grounds of Scalebor Park and close to the south side of the farmhouse, continuing straight on for 1½ miles to Gill Mill and crossing Burley Moor Lane about 180 yards south of the station. It crosses Menston Lane on the north side of the railway about 350 yards from its junction with the Burley new road and then over this road at the southern railway bridge, but no remains can be seen in this area.

The road now follows the course of a fence and footpath climbing the end of the Otley Chevin ridge where quarrying has at first destroyed it, but it is visible for 70 yards farther on. Then it runs through fields south of the ridge and north of Oaks Farm, on a south-easterly alignment that takes it just south of East Carlton, and it is faintly visible in the fields of Guiseley Moor. It was examined here<sup>2, 3</sup> and found to be intact only 6 inches below the turf, 13½ feet wide, with rounded boulders as kerbs, and was composed of broken stones to a thickness of 1 foot. Another recent excavation nearby<sup>4</sup> indicated a width of 17½ to 21 feet, with 4-5 inches of cobbles on 5 inches of rubble and clay, but the surface layer was destroyed; there was a kerb of large stones on the north side. Traces of the *agger* were visible as far as the boundary of East Carlton parish, and near here a standing stone, uninscribed, has been thought to be possibly a milestone on the road.

No traces remain for the next mile, but then the foundation of boulders and the *agger* can be seen by a footpath just before the Leeds-Harrogate road is crossed, and again beyond it up to Green Gates Farm. After this Green Gates Lane comes close to the line for ½ mile, running 50 yards south of it, where the road appears as a wide swelling in the fields on the brow of a northward slope, and then it crosses the lane at None-go-bye Bridge. There is no trace for the next ½ mile to Derbyshire Lane on Crag Hill, where a turn more to the east is made, and then at the north-



west corner of Wrinkle Hill Wood a good stretch of the road is traceable for a mile, showing an *agger* 16 feet wide through the wood and on beside fences to the south of Rushes Farm. The line goes past the north side of the fish pond in Cookridge Hall Fish Pond Plantation, and beyond it the *agger* is visible beside a fence on to Cocker Hill Farm, passing the buildings on the north.

There is no trace near the crossing of the Leeds-Otley road but between Adel Beck and the mill stream the *agger* appears, and just beyond this the line passes 80 yards to the north of a Roman fort.<sup>5, 6</sup> The foundation stones were found in the grounds of King Lane House but were unfortunately removed, and the remains of the *agger* with a hollow can be traced across the golf links as far as King Lane Farm. Parts of Alwoodley Lane follow the line as far as Alwoodley Gates, and then traces of the foundations and then a low *agger* mark it up to the lane leading north to the Manor House. Here the alignment changes again to slightly north of east and the low *agger* is visible on the golf course near Wigton Moor Wood, and again beyond the wood up to Wike Lane. It continues to be visible very plainly through fields to Tam Lane, gradually joining with it and then following it to Brandon Hall and Lodge.

Here the road seems to have divided, and a more southerly branch (729) led through Scarcroft, Thorner, and Bramham Park to meet the road from the south (28b). The direct route to the east continued to the north of Black Moor, and traces of an older road show beside the present one as it descends the hill by the golf course. It seems to have passed to the south of Rowley Grange, marked by a track and hedgerows, and then, beyond the railway, it appears very plainly as a terrace and then an *agger*, 27 feet wide and 2 feet high beside a small wood. Beyond this it is marked by a hedgerow, and then there are traces just outside the northern edge of Stubbing Moor Plantation, after which the lane to Bramham village follows it and again onward to Tadcaster. This lane though direct is somewhat winding and appears to be in origin a ridgeway, but it is sometimes raised or terraced along the slopes to which it adjusts its course. Just before joining the main southern road (28b) outside Tadcaster it is met by the northern road, Rudgate (280), coming down from Aldborough.

#### REFERENCES

1. P. Ross, *Bradford Ant.*, 6, 33
2. P. Ross, *Bradford Ant.*, 6, 297
3. P. Ross, *Yorks Arch. J.*, 24, 396
4. Information from H. K. Bowes (to be published in *Yorks Arch. J.*).
5. *Yorks Arch. J.*, 32, 229
6. *Yorks Arch. J.*, 34, 91



720a. LITTLEBOROUGH-SOWERBY BRIDGEE-ILKY (26½ miles)<sup>1,6</sup>720aa. RIPPENDEN-GREETLAND-RASTRICK (7 miles)<sup>4,6</sup>

It is probable that a road left Manchester for Rochdale and Littleborough though its course is not definitely known.<sup>7</sup> However, from Littleborough a road runs north-east over the moors which can claim to show the most remarkable construction of any Roman road in Britain.

From Littleborough the main Halifax road and then a side road to Lydgate at the foot of the moors represent it, and there it becomes a terraced road beside a small valley until it rises on to the moors where its course is easily traceable. Coming close to the western elbow of the present road on its climb up Blackstone Edge, the Roman road is clearly visible as a light green strip in the moorland going straight up the hill to the top of the Edge by a very steep route, and it is here that it becomes so remarkable. The whole surface of the road is a pavement of stone setts, 16 feet wide, supported by kerbs and having a remarkable middle rib of large flat stones of millstone grit carved with a central groove or trough which shows considerable wear (Pls VIa, VIIa). It is thought that this may have been caused by the friction of a brake-pole on carts descending the hill, which at its steepest has a gradient of 1 in 4½. The stones are set in a foundation of sand and rubble, and there are ditches at the sides. The work was so substantial that even in this situation, fully exposed to a wet climate and upon a steep slope that would encourage severe water erosion, it is for a long distance as perfect as on the day it was laid. The paving is obscured by hill-wash and patches of vegetation lower down the hill, and it is best seen near the top of the steepest part of the climb. Then as the ground flattens it is seen that the central rib of big stones no longer has the trough but is quite flat, indicating apparently that the need for the trough was past (Pl. VIb). This steep hill was evidently a trouble, for it was by-passed or eased in later Roman times by a terraced zig-zag, plainly seen as a green strip to the north of the straight road, but this was a road of normal construction.

Beyond the summit the road is continued in a cutting through the peat, 33 feet wide, which was doubtless made to remove the soft material until the hard subsoil was reached, and the paving can still be seen in places. Its course onward can be followed parallel to a small stream in Blackcastle Cleugh until it rejoins the Halifax road which follows it for a mile. Then the Roman road took the line of the higher and older road to Soyland Town, above Ripponden, and Sowerby Bridge. This road is at first a terraceway and then a ridgeway.

The road appears to have forked upon the hill above Ripponden, for another



(720aa) descends steeply into the valley there, and beyond the town it climbs even more steeply, by a direct lane which the present main road avoids, and then passes to the north of Barkisland as a long straight terrace road high up on the hillside, passing through Greetland Wall Nook to Greetland, and thence probably to Rastrick where it would join the other road from Manchester by Slack (712).

After Sowerby Bridge the road climbs steeply again and becomes a terrace road by Tower Hill and Sentry Edge, where it is now only a rough road, to Wainstalls and Hunter Hill. Here an alignment north-eastward begins, and the Roman road is traceable at intervals as a very faint *agger* through the fields to Denholme Gate. At one point this line is intercepted by the Ogden Reservoir. Then the present road to Manywells Heights follows it, continued by a lane west of Cullingworth. Beyond this it seems to have turned north-east again by Eller Carr to Cradle Edge and Long Lee, on the east of Keighley. It is well marked by a lane from Cradle Edge to Back Shaw and again as a terrace at the approach to Long Lee. Then it descends as a well-graded terrace by Currer Laithe to Marley Weir. From here the course over the river Aire is uncertain, but it is likely that it went by East Riddlesden and West Marton on a course about  $\frac{1}{2}$  mile east of the present lane over the moor towards Ilkley, then joining this at Whetstone Gate on the summit of the Moor and descending more or less on the course of the present road into Ilkley.

On Harden Moor, just east of Back Shaw, there is a short length of what appears to be an undoubted piece of Roman *agger*. This would be a branch road proceeding south-eastward from Back Shaw. It appears first as a low swelling in the last fields there, but on passing on to the moor it shows very plainly as a heather-covered ridge 18 feet wide and 1 foot high. It is only traceable for 100 yards on the moor and appears to end at a small hummock upon a high point. Possibly this was some look-out that was connected with the main road in this way.

#### REFERENCES

1. J. N. Dickins, *Bradford Ant.*, 3, 329
2. F. Villy, *Bradford Ant.*, 8, 117
3. J. Kenworthy, *Reliquary & Illust. Arch<sup>ist</sup> (N.S.)*, 6, 269
4. W. T. Watkin, *Roman Lancashire* (1883), 56
5. H. Colley March, *The Road over Blackstone Edge* (1886)
6. I. A. Richmond, *Huddersfield in Roman Times* (1925), 89
7. G. Roeder, *Lancs. & Ches. Ant. S. Trans.*, 17, 121

#### 720b. ILKLEY-HAMPSTHWAITE (FOR ALDBOROUGH?) (13 miles)<sup>1</sup>

The road passed the fort at Ilkley on its west side, down the old Bridge Lane to a ford 100 yards above the present old bridge. From this point as far as the river



Nidd at Hampsthwaite we have a detailed account of the road by Mr P. Ross, as seen in 1917, of which much use has here been made. The course of the road has been traced on the west side of Low Hall where it is a raised track between the Hall and a line of large trees; then after crossing a road it enters Coppice Wood and crosses a stream to the right, going on uphill as a path. Making a bend to the left it passes in a cutting through rocky ground and then returns to its original course, emerging from the wood 150 yards south of Hardings Lane. This lane then turns north and the Roman road lies in the fields on its east side with faint traces of the *agger* at some points, and the two gradually converge until, beyond Windsover, the continuation of the lane, now called Parks Lane, comes on to the line and appears there to be more raised up.

The moorland is next entered at the top of the lane and a fence follows the road on the right for 130 yards, after which the old road strikes across the moor, to the east of the present track, as a visible *agger* for 300 yards to some pasture, and in places the blackened metalling is seen at bare patches in the heather. Then it is not clear to Delves Beck, which it crossed near the top of the reservoir, but beyond this the *agger* is again visible with a fence on the left, and onwards across the moor, 24 feet wide, where the heather allows it to be seen. After a while a stream runs close to it on the left and has exposed the edging stones.

At the boundary wall between Middleton and Blubberhouses Moors (1,175 feet up) the road makes a turn of 48° towards north-east and the new alignment is rigidly followed till within 2 miles of Hampsthwaite. The *agger* is very well preserved across the moor, and the metalling is visible at bare patches, until the fields beyond are crossed and it has been flattened or ploughed out, but it is still just traceable there as a low ridge. Fewston Reservoir now cuts the road in the valley below Blubberhouses, but it has been traced beyond up to the ruins of Crag Hall. The *agger* is visible as it approaches Crag Lane and beyond this the road curves round the hillside in a cutting to ease the gradient, resuming the alignment in the field above.

The Skipton-Knaresborough road now follows the line for 2 miles to Kettlesing Head, and bears the name Watling Street, as does also the derelict portion across the moor. Where the present road turns off at Kettlesing the old line can be traced onward by remains of the *agger* or the ditches across the fields to the south of Kettlesing village. Beyond this, after crossing Robin Lane, a footpath marks it for 1,100 yards, with remains of the *agger* up to Crag Lane, which then follows it to White Wall Corner, and then a lane and footpath again mark it. The alignment changes here slightly more to the north on high ground. The next 1,100 yards over fields are unmarked, but it passes the north corner of Cote Sike farmhouse and then crosses a lane to Swincliffe Top, after which fences mark it for  $\frac{1}{4}$  mile to Hampsthwaite Lane Head farmhouse where the present road joins it and con-



tinues upon the alignment through the village. Remains of it are said to have been visible, 10 feet wide, in Holly Bank Wood beyond the river Nidd, suggesting that the road went straight on here. Its general direction would take it to Aldborough (*Isurium*), but no remains have as yet been traced farther on.

The buried remains of another road, of rough cobbles and well cambered, have however recently been traced by Mr J. R. Pope<sup>2</sup> upon a north-south course just east of the roundabout by Ripley village. This is close to the probable alignment of the eastward road and may be a branch from it, but its course awaits confirmation.

#### REFERENCES

1. P. Ross, *Bradford Ant.*, 6, 279
2. Information from J. R. Pope

#### 721. BRADFORD-KEIGHLEY-ELSLACK (19 miles)<sup>1</sup>

Traces of a road have been found upon a course running north-west from Bradford, following the northern edge of the high ground overlooking Airedale. The route probably left Bradford on a line now represented by Westgate and White Abbey Road, but it is at Noon Nick, a hamlet  $2\frac{1}{2}$  miles south-west of Shipley, that the first traces were definitely proved, as a line of stone kerbing beside a road 17 feet wide so far as excavation was possible. From this point westward a straight road, Lee Lane, leads right on to Harden, descending steeply to cross the Wilsden Beck upon a course now derelict though accompanied by a rough lane. The route is continued similarly beyond Harden by another straight road to Long Lee where it descends steeply again into Keighley. At Long Lee it crossed the road from Manchester through Sowerby Bridge to Ilkley (720a).

Beyond Keighley the route is again continued upon a practically straight course, in an almost identical position on the hillside, by Spring Gardens Lane and Hollins Lane. Some way along the latter, opposite a house called The Hollins, the road was found undisturbed in the field north of the lane, 16 feet wide, with stone kerbs, and having a camber of 18 inches. This road goes straight on to Steeton, into which it descends very steeply, and then it continues as the main road to Crosshills, beyond which a road climbs straight up again over Glusburn Moor in a similar manner. The route seems to be making direct for the Roman fort at Elslack 3 miles farther on. The general straightness of this road and the similarity in its position along the hillsides in its several sections seem to indicate a well-planned road of Roman type, and the evidence of the excavated portions gives proof of this.

#### REFERENCE

1. F. Villy, *Bradford Ant.*, 6, 1, 117



722. SKIPTON-SETTLE-INGLETON (25 miles)<sup>1</sup>

From Skipton a north-westerly road has been suggested, on a course through Long Preston, Settle, and Giggleswick, and there are some grounds for accepting it although the whole course is not yet established.

Leaving Skipton, a straight road, Raikes Lane, climbs directly to the high ground upon a line which is a continuation of that by which the Skipton-Ilkley road (72a) climbs the opposite hill to Skipton Moor. Raikes Lane turns westward and descends again to the Settle main road at Thorlby, but this may not be the original course. Four miles farther west, just beyond Coniston Cold, a straight length of derelict road marked by fences, and a distinct grass-covered roadway (in its present form almost certainly modern though it may well follow an older line) leads on to Switchers on the road to Hellifield, and then the line of the present road to Long Preston is continued north-westward by Green Bank Lane to Settle.

However, another possible route lies a little to the east of this, for from Gargrave through Bell Busk and Otterburn there runs a very distinct alignment of lanes and tracks which certainly deserves consideration as a Roman line. Beyond Otterburn this track is very straight and takes a terraced form in places which has the appearance of an engineered road, and it is continued almost to Settle by Langler Lane, which runs in straight lengths until it has to follow the curves of the Bookil Gill Beck.

At Settle the road seems to have crossed the river Ribble to Giggleswick, for a straight road leads on north-westward, and where this now bends at High Paley Green there are some indications, as short lengths of terraces beside field walls, or of hollows through the fields, marking its continuation direct towards Lawkland and Clapham, after which the course of the older road on to Ingleton, which lies high above the present road, seems to be the obvious continuation, for it is quite direct. At Ingleton it would cross the road from Brough by Bainbridge (73), and may well have continued to Overborrow, near Kirkby Lonsdale, and the main northern road (7c) there.

## REFERENCE

1. F. Villy, *Bradford Ant.*, 8, 317

## 728. STREET LANE. AUSTHORPE-WOODLESFORD (2½ miles)

From its earlier name, Street Lane, it seems very probable that this straight road may be of Roman origin. It runs nearly due north and south along the eastern edge



of the grounds of Temple Newsam, on the eastern outskirts of Leeds, and is now known as Bullerthorpe Lane. A parish boundary follows it for much of its length.

Where it borders the large Avenue Wood there is a high embankment plainly visible just inside the wood, some 4 feet high, which in its present form may perhaps be an old deer-park boundary of Temple Newsam, though this may well have made use of an earlier bank as the Street name suggests.

### 729. SCARCROFT-HAZLEWOOD (6½ miles)<sup>1</sup>

This south-eastward branch leaves the main route 72b past Brandon Lodge, where the ridge continues visible across the Wike-Seacroft Lane nearly to Scarcroft Beck, especially in an orchard on the south side of Jock o' Brig's House at Black Moor, with a footpath on it. It continues up the next field to a hilltop north of White Hall, where a footpath and fence join it as far as a lane leading to Bardsey. Then an iron fence and trees mark it past the south side of Beacon Grove Park, and it passes the north edge of a small plantation where the foundation is visible. A hedge then follows the *agger* up to Scarcroft Plantation, with a footpath which continues forward but diverges to the left before reaching the Leeds-Wetherby road where the *agger* is visible straight on.

Beyond this road there is no trace through the grounds of Scarcroft Grange for 100 yards, but then at the folly tower the direction changes again to due east, and the *agger* appears clearly for 500 yards in Grove House park, 16 feet wide and 1 foot high, continuing with a footpath through Scarcroft Lodge park in the same state as far as the stream where it disappears. It is visible again beyond the railway pointing to Bramham Lane End and this lane then marks it through a gap in the hills east of Thorner. After ¾ mile, near Norwood House it leaves the lane eastward and the *agger* is visible as a wide swelling near a hedgerow between the lane and Nova Scotia Farm, after which it enters Bramham Park. On nearing the Great North Road beyond the park there are some traces beside a hedge in crossing a hollow, and again at Spen Farm just beyond, where the *agger* is very plainly visible in terraced form south of the farmhouse. It joined the main southern route to York (28b) at Hazlewood ½ mile beyond.

### REFERENCE

1. P. Ross, *Bradford Ant.*, 6, 33



28a. LINCOLN (NORTH CARLTON)—DONCASTER (32 miles)<sup>1</sup> AND SPUR ROAD  
AT CANTLEY (2½ miles)

With the rising importance of York the need appears to have arisen for a road that would avoid the wide ferry crossing of the Humber which the main route of Ermine Street (2) found unavoidable. A road was, therefore, laid out that takes off from Ermine Street at a point near North Carlton, 3½ miles north of Lincoln, and proceeds north-westward to Bawtry and Doncaster, then swinging north through Castleford to Tadcaster and finally north-eastward to York. This route involves crossing the rivers Trent, Don, and Aire, but avoids all other considerable rivers, and though somewhat longer than the Ermine Street route is yet very direct.

The first section of this road is laid upon a single alignment for 15 miles from Ermine Street to a point on high ground near North Wheatley, nearly all still in use as existing roads and lanes, and east of the Trent it goes by the name of Till Bridge Lane, from a bridge over the small river Till to the east of Sturton.

The road is plainly visible at the point where it leaves Ermine Street, for it is at first derelict and appears as a large *agger*, 42 feet wide and 2 feet high, although cut away on the east side, and a cart track runs upon it, passing along the north side of an isolated barn and on through the fields north-east of North Carlton. Hedge-rows mark it onward with remains of the *agger*, but in crossing the little ridge north of the village it is lost for a short distance until, on the low ground beyond, Till Bridge Lane takes up the line. It at once becomes apparent that this road is somewhat raised, by 2 feet or so, and for long distances it has wide verges making the road strip generally about 40–50 feet between the ditches. Apart from small encroachments at farms and in the villages, the road is still extremely straight all the way to Marton near the Trent, and is an excellent example of a Roman alignment still used as a minor road (Pl. VIII).

The Trent was crossed directly upon the alignment, probably by a bridge, and upon the west bank was a Roman settlement, *Segelocum*, now covered by the small hamlet, Littleborough, close to the river. From Marton a lane, with parish boundary, follows the alignment north-westward down to the river, becoming increasingly derelict as it approaches the crossing, and this appears to have gone quite out of use even as a ferry, which the 1-inch map still marks, though a line of trunk telephone poles makes use of it as a through route, a curious merging of ancient and modern which is often found elsewhere in the same context.

After leaving the hamlet of Littleborough the present road again follows the alignment until close to the next village, Sturton le Steeple, and the road appears very similar to Till Bridge Lane, raised about 2 feet and about 40 feet wide between



the ditches. It is lost for  $\frac{1}{2}$  mile through the village, but then the road follows the line again for another mile to South Wheatley, and by a side turning onward through North Wheatley for another  $\frac{3}{4}$  mile to high ground on Haughgate Hill. Here a slight bend to the north enables the road to keep on higher ground towards Clayworth, where it comes close to the Chesterfield Canal which has probably obliterated the original line. Then the road continues very straight through Clayworth village and past Wiseton Hall, through whose frontage it probably passes and may indeed be visible as a wide ridge in the roadside copse. This is practically a continuation of the original alignment, pointing very slightly more to the north, and extends to Drakeholes crossroads just beyond Wiseton Hall.

Here a turn more to the west is made, evidently to take the road upon a convenient course towards Scaftworth and Bawtry, so as to pass between the little range of the Barrow Hills to the north and the valley of the Idle to the south. It is now a wide main road but shows signs of having had the same wide verges noted previously upon this route. It is not now clear how the road crossed the Idle valley to Bawtry, whether to the north of Scaftworth on or near the present road, or to the west of the village, as the road into it from the east suggests, with a sharp turn northward into Bawtry, and more investigation is needed there. It may well be significant that the county boundary which follows the Great North Road for some distance north of Bawtry, where it is the Roman road, continues straight on southward into the town along a side street to the west of the market-place, whereas the present main road curves into this by a short connecting link, clearly suggesting that the other is the earlier line and so indicating the likelihood of a crossing of the Idle west of Scaftworth from a point on the south of Bawtry.

North of Bawtry the Great North Road makes a slight turn on Galley Hills to west of north, and then runs very straight for 3 miles to near Rossington, being raised by 2-4 feet; then it bends westward towards Doncaster but the Roman road continued straight on, accompanied by parish boundaries, and the *agger* can be faintly seen along the west side of a wood and then along hedgerows, passing  $\frac{1}{4}$  mile to the east of Rossington Bridge on the present main road. The *agger* is particularly clear just before it reaches the road leading from the bridge towards Cantley, at an angle in this road, where it is 36 feet wide and 2 feet high. Then it turns a little more westerly and hedgerows follow it, with the *agger* still visible, past Bessacarr Grange until Cantley Road takes up the line, and then a lane called Rose Hill, on to Doncaster racecourse where it rejoins the main road into the town.

It seems likely, too, that another road continued the alignment beyond the turn at Bessacarr Grange, upon a course to the east of Doncaster, for it is followed for a mile by a road towards Cantley and again beyond Cantley Hall by the eastern edge of Sandall Beat Wood,  $2\frac{1}{2}$  miles in all, but more work is needed here.

The Antonine Itineraries *V* and *VIII* follow this road, and give the mileage in



each case as 35, to *Danum* (Doncaster) with an intermediate station, *Segelocum*, at Littleborough on the Trent crossing, 14 miles from Lincoln, in good agreement with the actual distance of  $35\frac{1}{2}$  miles when the  $3\frac{1}{2}$  miles of Ermine Street (2d) from Lincoln are included.

For the continuation of this road to Tadcaster see 28b, p. 146.

## REFERENCE

1. C. W. Phillips, *Arch. J.*, 91, 114

### 710c. SHEFFIELD (TEMPLEBOROUGH)—DONCASTER ( $12\frac{1}{2}$ miles)

There can be little doubt that the road from Brough, Long Causeway, was continued beyond Sheffield to the Roman fort at Templeborough, just west of Rotherham, and thence to Doncaster, but industrial activity has obliterated much of it. The position of the fort has been fully established, and just east of it the road must have met Ryknild Street (18e), which has been traced to the south near Brinsworth, keeping on high ground west of the river Rother.

From Rotherham eastward the course of the road is probably represented by Doncaster Gate, which climbs steeply out of the town and follows high ground through Eastwood to Dalton, after which the main road by Whinney Hill, Thrybergh, Hooton Roberts, and Conisborough to Warmsworth probably follows it for the most part, and runs in notably straight lengths from Hooton Roberts onward. At Warmsworth, Church Lane may be the continuation from the southward bend of High Road, for it seems most probable that the line of footpaths, followed by Florence Avenue and Little Moor Lane, running straight on into Doncaster to the north of the present main road, represent an early alignment there.

### 18e. RYKNILD STREET. CHESTERFIELD—ROTHERHAM (13 miles) <sup>1-6</sup>

### 18ee. NEW WHITTINGTON—ROTHERHAM (12 miles)

It seems fairly certain that Ryknild Street continued at least as far as the junction with the Sheffield-Doncaster road (710c) at Rotherham, for traces were earlier recorded, place-names seem to indicate it, and, finally, excavation has proved the presence and course of the road at Brinsworth, near Rotherham, a little to the south of the junction. Industry has, however, affected much of this route very heavily indeed, and scarcely anything can now be seen on the surface, save where the present road marks the probable course.



From Chesterfield northward there seem to be two possible routes, one (18e) keeping well to the west of the Rother valley and the other (18ee) nearer to it. The first is associated with the place-names Ford, Ridgeway, and High Lane, upon a line which would run due north through New Whittington, passing 1½ miles west of Eckington to Ford and Ridgeway, where a slight turn to north-east, followed by the present road for over a mile to High Lane, takes the road just west of Woodhouse to Orgreave and Catcliffe, whence a turn back to north takes it on to the portion actually excavated as will be mentioned shortly.

The other (18ee) would run through Eckington and along the present ridgeway road to Beighton, where remains of the road were actually found when the railway was being constructed, passing diagonally under the line only a few yards north of the station, at a point which is now an industrial quagmire beside the line. When found the road consisted of a stone paving 18 inches below the field surface. A nearby enclosure bore the name Streetfield, and a group of houses to the south of Mosborough was called Street Fields, apparently recalling the road.

Having crossed the Rother valley here, it seems likely that this route would have continued northward through Aughton and Guilthwaite direct to Rotherham, following roads and tracks some of which mark parish boundaries.

The western route (18e) probably passed just to the west of Orgreave and Catcliffe, and here a branch road to the east (189) crosses it. Then on Bonewood Moor, north of Catcliffe, we reach the part which has been determined by excavation, and the road has been traced here past the east side of old Brinsworth village (now swallowed up in housing estates), where a turn from west of north to almost due north occurs and the road has been traced as far as the Golf Clubhouse, pointing towards Ickles, near the railway a little to the east of the Templeborough fort and close to the Don-Rother confluence. Near this the Sheffield-Doncaster road (710c) must have crossed the route.

Very great credit is due to the excavators for the discovery and record of the traces of this road in conditions so utterly unpromising and sometimes repellent.

On Bonewood Moor the road was found to be based on large stones, 7 by 5 inches in size, and was 26 feet wide. On Brinsworth golf course it was made up of gravel upon a heavy stone foundation, 24 feet wide, and had a layer of rammed clay 6 inches thick beneath. Practically the only surface indication that can now be seen on this part of the route is the hedgerow passing right over the rounded summit of Bonewood Moor, which lies on or to the west of the road.

It should also be mentioned that the existence of a network of minor roads or streets was ascertained, running for a short distance parallel to Ryknild Street on its east side, and crossed at right angles by other streets, in a small area at Canklow just to the north of the Atlas Hotel, indicating no doubt a civil settlement that followed the fort here.





VII. THE ROAD ON BLACKSTONE EDGE (720a), AND THE MAIDEN WAY (84).

(a) General view of the paving on the steep hill (page 135). (b) Maiden Way, looking north to Rowgill Burn west of Alston (page 125).





*J. K. St Joseph*

VIII. TILL BRIDGE LANE (282), FROM THE AIR

Looking south-east from the crossing of the river Trent at Littleborough towards Lincoln (page 141).



What, if any, was the further continuation of Ryknild Street seems quite uncertain. Attempts have been made to trace it northward to a junction with the main northern road (28b), but there seems little sign of a through route and certainly not an aligned one. The most likely route seems to be that which includes the course of Lound Lane and Old Street, between Brodsworth Wood (now cleared and cultivated as arable fields) and Hampole, but this, though doubtless an old trackway, is sunken and far from straight. It is, moreover, separated from the Rotherham area by the wide industrial belt in the Dearne and Don valleys which would make investigation very difficult. For the present, therefore, it seems best to terminate Ryknild Street at Templeborough although it may well have existed farther to the north.

## REFERENCES

1. J. D. Leader, *Rotherham Lit. & Sc. S.*, 1877, 16
2. W. T. Watkin, *Derbyshire A. & N.H.S.I.*, 8, 206
3. Miss D. Greene and F. Wakelin, *Hunter A.S. Trans.*, 6, 164
4. Miss D. Greene and F. Wakelin, *Hunter A.S. Trans.*, 6, 168
5. Miss D. Greene and F. Wakelin, *Hunter A.S. Trans.*, 7, 78
6. Miss D. Greene, *Yorks. A.J.*, 38, 112

189. CATCLIFFE-OLDCOATES (10½ miles)<sup>1</sup>

Remains of an east-west road have recently been disclosed by mining work at Spa House, 1 mile east of Catcliffe, and a section was fully examined and recorded before the destruction. The road was found to be 18 feet wide, between ditches, solidly made with a bottom layer of red sandstone blocks, 8 by 6 by 6 inches, on a rammed clay bed with a smaller-sized layer above, and probably a surface layer but destroyed, in all 1 foot thick, partly decayed to a sandy layer.

The road points westward to a ford over the Rother a little above the bridge at Catcliffe, where it would meet Ryknild Street (18e), and it is very probable that it would continue into Sheffield to join the road 710 from the Derbyshire lead-mining district. Eastward there are traces of its course as a faint terrace or crop-mark through fields a little to the south of Upper Whiston and Morthen. Thence it probably passed north of Thorcroft to King's Wood, east of which there are more traces to Firbeck Hall, beyond which the *agger* is plainly visible for ¾ mile in fields along the north side of the present Firbeck-Oldcoates road, 24 feet wide and 1 foot high. The road may have continued through Lound to a junction with the Doncaster-Lincoln road (28a) at the Trent crossing by Littleborough.

## REFERENCE

1. Miss D. Greene and P. H. J. Smedley. MS. notes (to appear in *Yorks Arch. J.*, first part published in 38, 546).



28b. ROMAN RIDGE. DONCASTER-TADCASTER (29½ miles)<sup>1</sup>

From Doncaster the Great North Road continues to mark the course through the suburbs to Sunnyfields, where it bears to the right, and the Roman Ridge, after passing through some modern housing estates, shows itself upon an independent course, followed by a footpath, and appearing as an *agger* of large size, 36 feet wide and 3-4 feet high (Pl. IXa). It so continues for some 3 miles, passing to the west of the houses of modern Adwick le Street, where it is sometimes as much as 6 feet high, and is followed throughout by a lane or track. The Great North Road rejoins it at Red House, where the road to Wakefield branches off, and then follows it for 2½ miles to within a few yards of the fork at Barnsdale Bar. Here the Pontefract road takes up the line while the Great North Road follows a more easterly course as far as Aberford. Just before the fork, however, the Roman road is seen in great strength on the west of the present road as a huge *agger*, 36 feet wide and 5-6 or more feet high (Pl. IXb), before it falls into the Pontefract road which then follows it in long straight lengths, much raised throughout, usually by 2-3 feet, as far as East Hardwick.

Here the Pontefract road branches eastward, and the Roman road is followed at first by a lane and then by a parish boundary across fields which now show no trace, until, to the east of Featherstone a lane and a hedgerow beside the golf course mark it until the road plunges into the smoky horrors of Castleford which necessarily obliterate everything. In this blackened town the course of Beancroft Lane and Rectory Street do, however, preserve part of the line, which has now turned on to an alignment due north.

Immediately after crossing the rivers Calder and Aire the road becomes finely apparent, and it is still in use for practically the whole distance to Aberford and beyond, being raised upon such a high *agger*, often 4 to 6 feet high, and up to 60 feet wide, that it must be one of the highest still in use. At Hook Moor, 1 mile before Aberford, the Great North Road rejoins the line, and near the fork the Roman *agger* can be seen free of the present road as a great bank in the copse on the left.

Then, 1 mile beyond Aberford, at Nut Hill, the Roman road bears north-eastward, making its turn towards York, and is clearly traceable across the fields, marked first by a field boundary and then by a large flattened *agger*, still 2 feet high even under plough, which joins the present Leeds-Tadcaster road at the north-west corner of Hazel Wood, in which it is finely seen as a bank 5 feet high. Here one branch of the Roman road from Ilkley (729) joins it.

The main road follows it for a mile to Headley Bar, where the *agger* is very clear



as it leaves the road and climbs up to and beyond a small wood, making direct for Garnet Lane which then follows it to the outskirts of Tadcaster. Here the road from Ilkley (72b) joins it, and the combined roads proceed by Station Road to the site of the Roman town, *Calcaria*, near the church. Just before the two roads join, a branch (280) leaves them upon a northerly course to connect with the York-Aldbrough trunk road (8a).

Parish boundaries follow this road to a quite remarkable extent, almost continuously from the outskirts of Doncaster till near Pontefract, and again from beyond Castleford to Aberford, as also from Headley Bar eastward along Garnet Lane nearly to Tadcaster.

The Iters *V* and *VIII* follow this road as will be mentioned in the next section.

#### REFERENCE

1. *Yorks. Arch. J.*, 37, 119

#### 28c. TADCASTER-YORK (9½ miles)<sup>1</sup>

This last section of the road was laid upon a direct alignment from Tadcaster to Middlethorpe, near Copmanthorpe, turning thence more to the north direct to the Roman city, *Eboracum*.

The present road represents it from beyond the river Wharfe as far as Islington, 1 mile, after which the course is derelict to Street Houses and again for a mile beyond, the present road swinging away to the south, and then to the north, of the line and only rejoining it finally after Copmanthorpe. The alignment is, however, very well marked by traces of the road, either as lanes or hedgerows with considerable remains of the *agger*, which at its best is 30 feet wide and 2 feet high, and much stone and pebbles are visible at some points. It is again accompanied by parish boundaries almost throughout.

Beyond Street Houses the *agger* appears beside a hedgerow, and then, after a mile, the lane from Colton to Copmanthorpe takes up the line, being obviously raised on a slight *agger* which can be seen joining it from the field beyond, a little to the south of the hedge line. Then the lane runs for a time along the north side of the *agger* and afterwards upon it again to Copmanthorpe, where the main road takes up the line. Through Dringhouses the original course appears to follow the Tadcaster Road as far as the Methodist Church, beyond which it lies a little to the west of the present road, for it has been found during excavations in the entrance to St Helen's Road. Slight turns seem to have been made just south of St George's Place and at the top of the Mount, after which the road ran straight to the site of



the Roman bridge over the river Ouse at Wellington Row, continuing along Stonegate to the centre of the Roman fort, near the south transept of the Minster.

Recent excavations upon this line, behind the Railwaymen's Club on the north side of Blossom Street outside Micklegate Bar, showed the road to be 30 feet wide, made up with clay and cobbles as a base, with two layers of carefully laid cobbles above, but with no kerbs or ditches. At this point there was also a branch road leading off to the west, evidently the commencement of the northern main road (8a) to Aldborough, of similar construction and 35 feet wide.<sup>2</sup>

The Iters *V* and *VIII* follow this road all the way from Doncaster, giving the mileage in each case as 37 with an intermediate station, *Legeolium*, at Castleford, 16 miles from Doncaster, in reasonably good agreement with the actual mileage of 39. Another Iter, *II*, gives the stage to *Calcaria*, Tadcaster, as 9 miles (actual 9½), in a route to Manchester and Chester.

#### REFERENCES

1. L. P. Wenham, *Yorks. Archit. & Yorks. A.S. Report 1953/4*, 24
2. *J.R.S.*, 45, 131

#### 280. RUDGATE. TADCASTER-WHIXLEY (10½ miles)

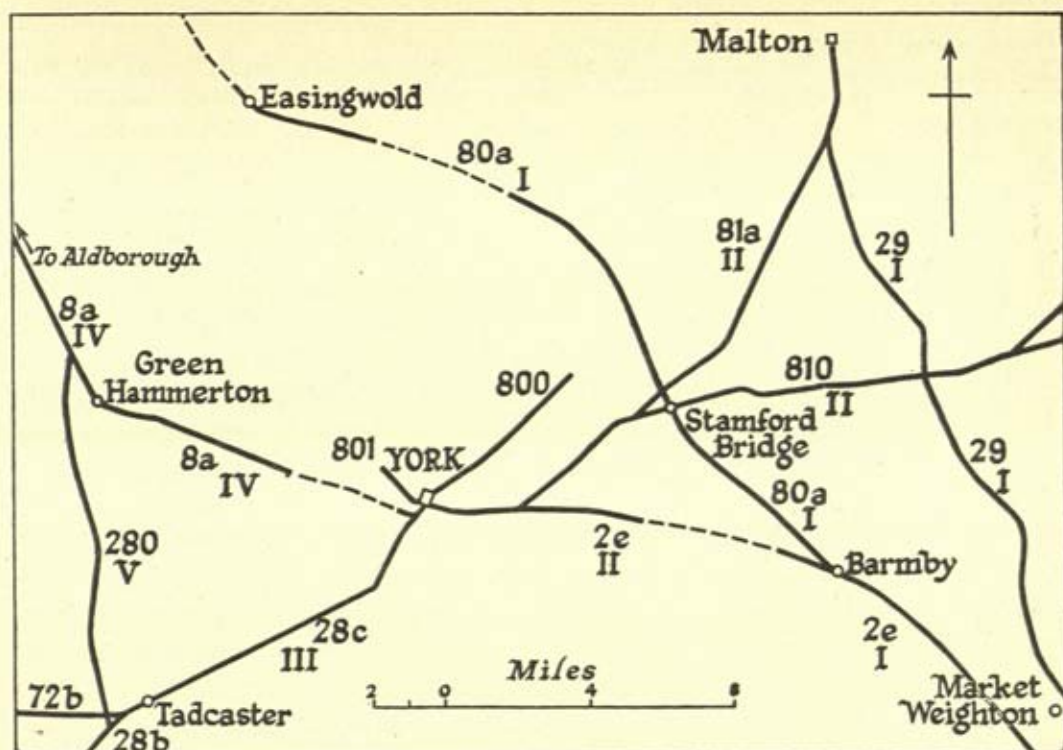
From Toulston Lodge, 1 mile west of Tadcaster, a road called Rudgate runs due north near Walton to Cattal and Whixley, where it joins the northern main road from York (8a). It is now a narrow and somewhat winding road to near Walton, but the rest of it runs in straight lengths and is somewhat raised. Parish boundaries follow it for considerable distances. The river Wharfe was crossed a mile to the east of Thorp Arch, but the crossing has long been out of use and is now approached from the south by a green lane. On the north it is obstructed for a mile by wartime constructions, but beyond Walton it is still in use throughout. Its junction with the northern road makes it clear that Rudgate is the later of the two.

### (iii) East Yorkshire

#### 2c. BROUGH ON HUMBER-YORK (29 miles)<sup>1</sup>

Ermine Street (2), the main Roman road from London to the north, has already been dealt with in Volume I as far as Winteringham on the south bank of the Humber. There must have been a ferry here, for on the opposite side at Brough a





4. York: the development of the road system

road continued northward and then north-westward to York, although the name Ermine Street does not seem to have become attached to this length.

A small Roman settlement has been traced at Brough, and the course of the road was found slightly to the west of the present village street. Then the modern road marks it nearly all the way to South Newbald, being laid upon a single alignment although it now appears to wind considerably. At South Cave the present road bends round Ryeland Hill over which the course of the road has been traced though it is not visible.<sup>2</sup> The straight lengths of road north and south of the village are somewhat raised but in general the road is not now an impressively straight one. Its course was evidently planned to keep clear of the steep escarpment of the Wolds.

Half a mile to the south of South Newbald the Roman road forked, on a small hilltop, the York road (2e) bearing more north-westerly and showing now as a line of derelict traces across the fields, while the modern road continues upon the same alignment to Sancton as the first part of the other road (29) which leads past Market Weighton and right over the Wolds to the important Roman fort and settlement at Malton.



The York road is now usually quite invisible across the fields to near Shipton-thorpe, except in favourable conditions of newly-worked soil when a strikingly distinct band of scattered metalling appears along the line, showing that the road is still buried here. At some points a slight *agger* appears as a low swelling in the ground and may be accompanied by a hedgerow.

Between Shipton and Thorpe le Street some quarrying has obliterated the course, and then the modern road takes it up again and continues upon it in notably straight lengths through Hayton and Barmby on the Moor nearly to Wilberfoss. The road is generally raised here, by 2-3 feet, and it changes direction slightly at two points near Barmby so that it is finally running nearly westerly.

At Barmby another road (80a) forks off to the north-west, leading to Stamford Bridge, Thirsk, and further north; it is now derelict across the fields but is clearly traceable under suitable conditions by the belt of scattered stones and sometimes as a low *agger*.

Near Wilberfoss the modern road bears away and becomes very winding, so that it seems clear that the Roman road must have continued onward to the south of the village, perhaps along some straight lengths of hedgerow with parish boundaries which run for some distance in the direction of Kexby upon almost the expected course. After Kexby the road straightens again for 2 miles to near Dunnington, but the remainder of the road into York is winding and can only represent the course approximately. At Grimston it joins another road, 81a, which comes in from Stamford Bridge and the north-east.

For road 80a, Barmby-Stamford Bridge-Durham see page 162.

#### REFERENCES

1. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32
2. E.W.S., *Gentlemen's Mag.* 1852, pt. i, 483

#### 29. SOUTH NEWBALD-MALTON (24 $\frac{3}{4}$ miles)<sup>1, 2</sup>

The modern road from Brough, following the Roman road (2c), continues upon the same alignment as far as Sancton, though it is here somewhat winding and behaves rather as a ridgeway for it is on high ground. From the way in which the two Roman roads diverge at South Newbald it cannot really be deduced which of them may have been added later.

On high ground just north of Sancton a slight turn to north-west was made, and this line is followed by the present road for a further  $\frac{3}{4}$  mile, after which this turns off to Market Weighton and the Roman line is continued by a hedgerow and then by a terraced lane carrying a parish boundary and with some remains of an



*agger* in it, passing  $\frac{3}{4}$  mile east of and above the town, where it was known as Humber Street. It is clearly traceable onward as a lane called West Street, again with a parish boundary, to Towthorpe Corner and into Londesborough Park,<sup>3</sup> and fields beside it were known as Street Closes. The large artificial lake in the park now interrupts it, but beyond this it is again clearly marked by a long line of fences and by some faint traces of an *agger* or terrace through the park, and then by a terraced trackway beside a long narrow belt of trees leading up to Nunburnholme Wold Farm, where it appears along the southern edge of the shelter belt by the farmstead as a stony strip.

After this its course seems doubtful as far as Warter village, but then a straight road climbing north-westward on to Cold Wold probably marks its course, for this direction fits well with other indications just beyond. The road engineers now found themselves faced, perhaps unexpectedly, by the extraordinarily long, deep, and narrow combe at Millington, invisible until one comes close to it. There was no means of avoiding this, but clever use was made of a deep side combe for the southern approach, while a small hollow helps to ease the rise on the farther side. Traces of the road metalling have been found at the stream crossing in the combe<sup>4</sup> and there are remains of the *agger* rising from the bottom towards the northern hollow. The track is traceable right up the spur beyond to Millington Heights farm, and then the present road carries on the course in very straight lengths for  $1\frac{1}{2}$  miles to South Wold. Here the eastern road from York to Bridlington (810) crosses it, following the highest ground as a ridgeway.

Beyond the crossing our road is obliterated for a short distance by arable land, but then the present road, running in very straight lengths designed to follow the edge of the steep western escarpment, continues to follow it for 4 miles as far as Leavening Brow,  $\frac{1}{2}$  mile east of this village, where the road leaves the Wolds, plunging downward as a zig-zag terrace now much damaged, which has gone out of use owing to its steepness, though a trackway follows it right on to Burythorpe. The modern road onward through Kennythorpe represents it approximately although now much distorted, and then near Thornthorpe the Roman road from York to Malton (81a) joins it at a point 2 miles from its destination.

It is probable that *Iter I* follows this road all the way from Brough to Malton, but the text appears to be corrupt in regard to the distances, see the Appendix, p. 250.

#### REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32
3. H. Still, *Gentlemen's Mag.* 1853, pt. ii, 269
4. Miss M. Kitson, *Roman Malton & District Report No. 5*, 111



81a. YORK (GRIMSTON)-MALTON (THORNTHORPE) ( $13\frac{3}{4}$  miles)<sup>1, 2</sup>

A road from York to the north-east forked out of road 2e at Grimston, 2 miles from the city, and is followed by the present road to Gate Helmsley, with parish boundaries all the way. The road is not straight although generally direct, and it was apparently designed to keep along high ground. Half a mile beyond Gate Helmsley there was another fork, the main road onward through Stamford Bridge, from which this name derives, being on the line of another ridgeway road to Bridlington (810).

Our road left this just before the railway is reached, and it is followed onward by the present road to Buttercrambe which is straight and somewhat raised. Yet another road (80a) crosses both of them  $\frac{1}{2}$  mile beyond the fork, coming from Barmby on the Moor through Stamford Bridge, leading to the north, and marked here by a lane and the western side of Buttercrambe Moor Wood. Beyond Buttercrambe the north-eastern road is followed by the present road to Gally Gap, passing west of Lippington and running in straight lengths, but from this point onward to Malton the present road, although maintaining the same general direction, is very winding and should only be regarded as indicating the course of the older road approximately. At Thornthorpe,  $2\frac{1}{4}$  miles from Malton, the road coming from Market Weighton and the Humber (29), joins it at a fork. The road enters Malton through the southern suburb of Malton, and crossed the river Derwent by a ford which was traced during sewer excavations. Other roads joined it here from the east (812 and 816) and south-east (813) which will be considered separately.

For the continuation of this road towards Whitby see 81b, p. 156, and for road 80a see p. 162.

If *Derventione* is to be correctly identified with Malton (on the Derwent), as seems probable, the *Iter I* follows this road, and the discrepancy in the distance there given is discussed in the Appendix, p. 250.

## REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32



810. STAMFORD BRIDGE-KILHAM-BRIDLINGTON (30½ miles)<sup>1, 2</sup>811. FRIDAYTHORPE-SLEDMERE-BIDLINGTON (21 miles)<sup>1, 2</sup>

The main road through Stamford Bridge eastward follows the course of this road to within ½ mile of Fridaythorpe. It runs in short straight lengths but is generally very direct, especially when the hilly country is considered, and it is followed for most of the way by parish boundaries. At Garrowby Hill the road climbs on to the high wolds by an almost straight course, and a mile farther on, at South Wold, it follows the line of an old intrenchment, and crosses here the road from the Humber to Malton (29). Just before reaching Fridaythorpe it seems that the road forked, for two routes that can claim our attention continue eastward to Bridlington.

The southernmost and most striking here leaves the present main road and continues as a green lane, with at first some trace of an *agger* in it though usually it is flat and featureless. It crosses the main road diagonally about midway between Fridaythorpe and Wetwang, and the southern side of the crossing is still in use as a farm lane, but on the northern side the lane has for ½ mile been obliterated by ploughing, though a parish boundary still marks the course, as elsewhere for long distances on this road. After this the line continues very direct as a green lane for many miles to Cottam, where for a short distance an aerodrome obstructs it, and then a road with wide verges, known as Wold Gate, leads on very straight to Kilham and Bridlington, following high ground all the way. Although keeping high, its course is not adapted to the hills as a true ridgeway but seems to be a definitely aligned road.

The other branch (811) is represented by a side road that forks from the present main road at Fridaythorpe and follows at first a valley route through Fimber and Sledmere. Here the grounds of Sledmere House have evidently diverted the original course, of which traces seem to have been found in the park previously, but beyond the village the road climbs at once to high ground and continues in long straight lengths, considerably raised, across high land for most of the way to Bridlington, followed by parish boundaries for much of the way between Sledmere and Octon. Beyond Sledmere it is known as High Street. At Rudston it passes near the site of a Roman villa, and then continues along the north side of the valley by Boynton (where another deviation to the north of the village and hall grounds has apparently occurred) to Bridlington.

It should be mentioned that from Collingwood House, east of Sledmere, the course is accompanied for 5½ miles by the line of an earthwork, now partly obliterated.



ated or marked by field boundaries, which diverges from the road at Collingwood House and continues upon the north at  $\frac{1}{2}$  to  $\frac{3}{4}$  mile distance. It has sometimes been considered as a trace of the road, but its situation upon the northern slopes of the high ground seems more suitable for a defensive earthwork, whereas the course of the existing road, in straight lengths along the top of the ridge, seems in every way more likely as the route of the Roman road.

## REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32

812. MALTON-LUTTON (9 miles)<sup>1, 2, 3</sup>

Very clear traces of a Roman road were found in Norton, the eastern part of Malton, during sewer excavations, and the road was subsequently traced due east into the fields for about 1 mile, but has since been destroyed by ploughing. In Norton the road was a very substantial one, with a hard concrete-like mass 15 inches thick, possibly because this was near the ford by which the river was crossed, but even where it was found farther east it was formed of broken stone set in some kind of cement and laid upon a boulder foundation.

Such a road is unlikely to have been only short, and its direction makes it probable that it continued to the north of Settrington, connecting with the long ridge-way called Settrington High Street which commences on the wolds to the east of the village and continues as a very direct road for 5 miles to West Lutton, accompanied for most of the way by parish boundaries. The road is not only very straight from point to point but is also distinctly raised, by 1-2 feet, although it is quite a minor route.

## REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32
3. P. Corder and J. L. Kirk, *Antiquity*, 2, 77

813. MALTON-WETWANG-BAINTON (16½ miles)<sup>1, 2</sup>

This south-eastern route seems well attested by Roman sites and finds near the first part of its course, and also by the name Wharram le Street. Leaving the ford at Norton, its course is very direct to North Grimston where it climbs steeply on to the wolds, continuing in long straight lengths cleverly adapted to the hills, to



Towthorpe and Wetwang, which it reaches by a gap in the highest ridge. The present straight roads to and beyond Wetwang do not, it seems, mark its course in any way, for it is known that, before the enclosure of the fields, the road followed a straight course, passing a little to the west of Wetwang, Tibthorpe, and Bainton, where its traces were seen though now they seem quite obliterated by cultivation.

## REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32

814. MALTON-HOVINGHAM (8 miles)<sup>1</sup>

A branch road runs from Malton on a course slightly north of west, designed to follow the crest of the high ground overlooking the Vale of Pickering to the north. It is very direct and seems planned in straight lengths from point to point. The village names Appleton le Street and Barton le Street also make it reasonable to accept this road as Roman. The road seems to end at Hovingham, though it is possible that a short piece of apparently Roman road traced through the fields west of Sowerby,  $\frac{1}{2}$  mile to the south of Thirsk, may be in fact a continuation of it towards the Great North Road (8b).

## REFERENCE

1. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32

815. MALTON-BULMER (BRANDRETH FARM) (6 miles)<sup>1, 2</sup>

Definite remains of a Roman road have been found upon this route at Easthorpe House and Brandreth Farm, and these indicate that a road must have left Malton probably by Yorkergate, and then followed the ridge westward along Braygate Street, which runs in short straight lengths. It was examined in the field opposite the entrance to Easthorpe House and found to be  $21\frac{1}{2}$  feet wide, with rock-cut ditches 27 feet apart, centre to centre, and metalled with limestone pebbles.

The course has not been traced in the grounds of Castle Howard, but just beyond them, east of the gate on to the Ganthorpe road, it was found again as a visible *agger*, crossing the Ganthorpe-Bulmer road at a bend and continuing westward towards Stittenham in fields of Brandreth Farm. Where excavated the west side was found robbed, but 12 feet of the east side was lightly metalled and had a rock-cut ditch 3 feet deep, 4 feet from the road edge. Roman pottery was found upon its surface.



## REFERENCES

1. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32, 68, 141
2. *Yorks Arch. J.*, 31, 382, 463

816. MALTON-SHERBURN-FILEY (22 miles)<sup>1, 2</sup>817. SHERBURN-WYKEHAM-SEAMER BEACON (8 miles)<sup>2</sup>

It is generally considered that the road from Malton to Filey, through Rillington and Sherburn, represents a Roman route following the northern foothills of the Wolds, for many Roman sites lie near it. Except at the commencement of the road in Norton <sup>3, 4</sup> no traces of its construction have been noted. In Filey<sup>5</sup> there were also remains of old road surfaces exposed during pipe-laying near the station, and these might be related to it.

Another road, branching from this route at Sherburn, is, however, well supported by evidence. It appears to the east of the church, and runs northward as a causeway through fields parallel to the present Sherburn-Brompton road, into the low ground near Sherburn Cut, making for Wykeham. Sections cut in it showed that the road was metalled with flint. The road is designed to follow a ridge of higher land to Wykeham, where it turns north-east from the church, followed by the present road through Hutton Buscel. Traces of it have been seen continuing this line through the fields north of Ayton Castle, where it turns northward down a terraceway to a crossing of the Derwent, and then mounts on to Seamer Moor by a straight track which makes use of a convenient side valley. Its coastal destination is uncertain. Sections cut in it east of Wykeham showed it to be a causeway of well-rammed earth 2 feet thick resting upon the natural gravel.

## REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32, 128, 141
3. *Gentlemen's Mag.* 1862, pt. ii, 557
4. P. Corder and J. L. Kirk, *Antiquity*, 2, 69
5. *Yorks Arch. J.*, 34, 99

81b. WADE'S CAUSEWAY. MALTON (AMOTHERBY)-WHITBY (AISLABY)<sup>1, 2</sup>  
(24½ miles)

The continuation of the north-eastern road from York beyond Malton seems to have run almost due north from Amotherby, 2½ miles west of Malton, where it



would have connected with a branch (814) that runs westward from the town, but as such an arrangement would have been inconvenient for through traffic it seems more probable that the road did in fact continue south of this point until it met road 81a somewhere to the south of Malton.

A straight road leads out of Amotherby northward for  $\frac{1}{2}$  mile, but then winds considerably, and it is only from Habton Grange, 2 miles on, that the present road again follows the old line approximately, through Great Barugh to the prominent low isolated ridge of Riseborough. It is probable that a turn to north-east was made here and a line of footpaths may mark it to Wrelton where there appears to be a trace of a raised ridge in a long narrow field on this line. Then a lane continues the same line to Cawthorn, passing through the westernmost of the four Roman camps that lie a little to the north-east of the village. A precipitous escarpment had to be negotiated at this point, and beyond this the road has been ascertained upon a north-easterly alignment to the hamlet of Stape on the southern edge of Pickering Moor. The track over the moor towards Goathland then marks it at first, but near Key Beck House the Roman road lies upon an independent parallel course through the fields a little below the house, marked by a wall and, beyond the enclosures, by an unploughed strip through the Forestry Commission planting, with traces of a very faint *agger* 27 feet wide.

After crossing the next stream, Butmoor Beck, the Roman road can be strikingly seen going straight on over the next hill, on Wheeldale Moor, independent of other tracks, for it was fully exposed for  $\frac{3}{4}$  mile by the (then) Office of Works in 1912-15 after being rediscovered there by Mr Patterson, and it is maintained in this condition by the Ministry of Works, one of the only places in the country where this has been done. As seen from a distance the road has the curious appearance of two narrow light-coloured edging strips with the darker stone of the road between them. This is due to the overlying surface soil and vegetation being kept clear on each side, providing convenient foot tracks for visitors, for the actual stones of the road are now very rough and irregular, being no doubt only the foundation layer upon which finer material was placed, now long since washed away. In this respect the appearance of the road is misleading, for it is certain that a much smoother surface was provided. At some points small culverts passed under the road for drainage and the cover-stones remained in position in some cases, though unfortunately much damage was done to them by tanks during the war.

The course of the road follows the eastern edge of Wheeldale Moor and, after crossing the Wheeldale Gill, it is continued similarly as a terraced lane past Hollin House and Julian Park, where a minor road and in part a green lane mark it. Near Low Burrow it passed through the site of a small Roman camp, whose ditches show faintly in the fields on each side of but askew to the road, and it continued as a ridgeway to the end of the ridge above Grosmont to which it must then



descend very steeply. Apparently it continued along the farther hillside to Aislaby, for remains of it have been excavated in a roadside plantation west of the church,<sup>3</sup> where the foundation stones were found in a layer 17-18 feet wide, parallel with and just below the present road. The place is marked with a tomb-like stone inscribed 'The Pathway of the Romans'. No doubt it was making for the coast at or near Whitby.

## REFERENCES

1. Rev. Canon Atkinson, *The Reliquary* (N.S.), 8, 96
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 134
3. *Yorks Arch. J.*, 34, 95

## 800. YORK-STOCKTON ON THE FOREST (5 miles)

It is very probable that a road ran directly to the north-east from the site of the fort, now marked by the Minster. It would have started most probably a little to the west of the present gate, Munk Bar, but the course is soon taken up by Heworth Green and Stockton Lane, which can be seen to be very closely aligned upon the Minster. After a slight turn more to the north on Sugar Hill, just beyond the suburbs, the present road runs very straight and somewhat raised, by 2 feet in places although an unimportant by-road, to the village of Stockton. Where it bends at one or two points there are hedgerows continuing the line. The straight road ends 1 mile beyond Stockton, and no definite trace has yet been found farther on, but the road may have been part of a route to Malton.

801. YORK-CLIFTON (1 mile)<sup>1, 2</sup>

The main road Bootham was evidently a Roman street leading direct from the north-west gate of the Roman fort, now Bootham Bar, but recent work in the playing-fields of St Peter's School has disclosed another road running parallel to it about midway between Bootham and the river. This road was about 24 feet wide and well cambered, and its course suggests that it probably led to the south-west gate of the fort.

## REFERENCES

1. *J.R.S.*, 45, 131
2. *Yorks Phil. S. Trans.*, 1954, 13

## (iv) Dere Street and County Durham

### 8a. DERE STREET. YORK-ALDBOROUGH (16 miles)<sup>1</sup>

The main road from York to the north branched from the south-western road, 28c, just outside the area of the Roman city, near Micklegate Bar, and excavation has recently disclosed it on the north side of Blossom Street. For the first 3 miles its exact course is uncertain, for the present road winds considerably and cannot represent it, but from Foss Bridge the road runs in long straight lengths and is considerably raised, so that there is then no reasonable doubt that this is the course of the first section of the important northern road. The route seems designed to reach the river Nidd at a convenient crossing-point near Kirk Hammerton, after which the road swings more to the north in a series of short straight lengths through Green Hammerton. Having changed its direction to north-north-west, the road follows a single alignment all the way to Aldborough, and this is followed by the present main road till about a mile distant from it. The road is much raised, usually by 2-3 feet, sometimes more. When the main road bears away westward just before Aldborough the alignment is at first marked by hedgerows, and then after an interval a minor road follows it for the last  $\frac{1}{2}$  mile to the outskirts of Aldborough, the site of the Roman town *Isurium*, which was the provincial town of the *Brigantes*, the chief British tribe of the north.

Just after the commencement of the main alignment beyond Green Hammerton, the road is joined by another, known as Rudgate (28o), coming from the south near Tadcaster. This road was evidently designed to link the system to the south of York (28b) direct with the northern trunk road, to obviate the necessity of diverging eastward to the city. The way in which it joins the alignment of Dere Street shows clearly that that was the earlier. Miss Mothersole's description is incorrect in making the York road join it at Providence Green farther to the south.

The Antonine Iters I, II and V all follow this road, giving the mileage in each case as 17, in good agreement with the actual distance.

#### REFERENCE

1. Miss J. Mothersole, *Agriola's Road into Scotland* (Bodley Head, 1927), 14

### 8b. DERE STREET. ALDBOROUGH-CATTERICK BRIDGE (23 $\frac{1}{2}$ miles)<sup>1</sup>

The main northern road was continued upon the same north-westward alignment right through the Roman town of *Isurium* at Aldborough, and on by what is prac-



tically the same line all the way to Catterick. For the first 2 miles past Kirby Hill the course is derelict through the fields, partly marked by a parish boundary, and little trace can be seen, but then the Great North Road takes up the line until close to Catterick. Parish boundaries follow it continuously for 9 miles. The road is still remarkably straight for very long distances and is often well raised, by 2-3 feet or more in places, but the road has now been so altered and modernized, in part with dual carriageways, that there is little of its original form to be noted, save only the alignment. Street House at Burneston takes its name from the road.

At Leeming Bar the road crosses the Bedale Beck and makes a reversed curve in doing so which appears to be on the original course, perhaps to keep upon firmer ground. The alignment beyond the crossing is almost but not exactly a continuation of the previous line. Half a mile short of Catterick village (which is a mile south of the Bridge) the present road bears away eastward, but the Roman road is clearly visible as a large *agger* going straight on through the farmstead of Bainesse to the west side of Catterick village, where the Manor House stands on it. The road has been shown very clearly by air photographs<sup>2</sup> to go straight on past the west side of the racecourse to the river Swale where the new northward alignment begins, though this cannot be seen on the ground, and it passed through the settlement of *Cataractonium* just before the river was reached.

The Antonine Iters *I*, *II* and *V* all follow this road, and give the mileage as 24, in good agreement with the actual distance.

#### REFERENCES

1. Miss J. Mothersole, *Agricola's Road into Scotland* (Bodley Head, 1927), 30
2. E. J. W. Hildyard and W. V. Wade, *Yorks Arch. J.*, 37, 521

#### 8c. DERE STREET. CATTERICK BRIDGE-BINCHESTER (20½ miles)<sup>1, 2</sup>

From the settlement of *Cataractonium* the road follows a new alignment almost due north for practically the whole distance, and parish boundaries follow it most of the way (Pl. X). It is at first derelict for ¾ mile from the river crossing, but is partly marked by hedges. Then the Great North Road rejoins it at Robin Hood and, passing High Street Plantation, follows it to Scotch Corner and for a mile beyond before bearing off eastward to Darlington.

Scotch Corner is today an important junction of trunk roads leading into eastern, and west and central, Scotland, and the Romans were responsible for making the first trunk roads to meet there for that same purpose. A road branches north-westward to Penrith (82) here and will be mentioned in due course. The Roman junction was situated about 300 yards north of the modern roundabout, and at this



IX. ROMAN RIDGE (28b), NORTH OF DONCASTER

(a) South of Woodlands, Doncaster, looking north; a high agger with footpath upon it (page 146). (b) At Barnsdale Bar, looking south; a very high agger (page 146).





*J. K. St Joseph*

X. DERE STREET (8c) AT CATTERICK, FROM THE AIR, LOOKING NORTH (page 160)



point the northern road made a slight reversed curve which has now been ironed out in its reconstruction as a great dual-carriageway road, though the old course still exists in the western verge as a lay-by for lorries. It looks as though this curve was due simply to errors in the setting-out of the road, for the ground does not need it. Quite otherwise is the small reversed curve  $1\frac{3}{4}$  miles farther on, for this was clearly made to ease the descent into a little valley with a steep southern side.

The road continues straight on to the crossing of the river Tees at Piercebridge, where the modern road bends away west to the present bridge and the old line can be seen going down to the river by a derelict sunken lane, and beyond the crossing it is clearly marked by a terrace or hollow beside a field wall east of the village which stands on the site of a Roman fort.

Groups of piles have been seen in the river bed after a dry season, evidently part of the foundations of the original bridge, and in the field north of the river, The Tofts, the road was fully examined by excavation. It was 15 feet wide with stone kerbs and a cambered surface, but below this was an older road somewhat wider, composed of large cobblestones resting on blue clay with 9 inches of concrete above.<sup>3, 4</sup>

The modern road follows it again beyond Piercebridge, dead straight for miles, to the Royal Oak Inn and Brusselton, once a small hamlet on the edge of high ground overlooking Bishop Auckland to the north but now occupied by a colliery with a large stinking dump impinging upon the road. For at this point the modern road leaves it, and the Roman road is marked only by a rough lane which plunges steeply down the hillside, hollowed out by rainwash to the bed-rock, but showing traces of the *agger* at some points alongside it (Pl. XI).

At the hill foot the road reaches the crossing with another lane at a shanty known as Burns House, and this is Hummerbeck Lane which marks the branch road from Bowes and Barnard Castle (820). The course of the northern road is evidently distorted at the crossing of Hummer Beck here, but the alignment is resumed just beyond by a narrow lane which goes straight on under the railway bridges till it falls into the main street which then takes up the line into and through Bishop Auckland.

At the north end of the town the course is continued by the small narrow street, Wear Chair, which plunges steeply down to the river Wear in the direction of Binchester, standing perched upon a shoulder of the high ground  $\frac{1}{2}$  mile to the north. A direct course onward would now require a double crossing of the river, though this may not have been so earlier, and all we can now tell is that the road climbed again by a terrace to the site of the fort *Vinovia* at Binchester.

The Antonine Itinerary follows this road and gives the mileage as 22, in reasonably good agreement with the actual distance of  $20\frac{1}{2}$ .



For the continuation of this road to Corbridge see 8d, p. 169.

# REFERENCES

1. H. MacLauchlan, *Survey of the Watling Street* (1852), 1
2. Miss J. Mothersole, *Agricola's Road into Scotland* (Bodley Head, 1927), 43
3. *Yorks Arch. J.*, 31, 385
4. G. H. Richardson, *Dur. & Northumb. Archit. A.S. Trans.*, 7, 246

## 80a. BARMBY-STAMFORD BRIDGE-THIRSK-DURHAM (72 miles)<sup>1, 2, 3</sup>

Beside the main northern trunk road, Dere Street (8), from York, there was also a nearly parallel road running upon a course only a few miles to the east. This road forked from the southern main route coming from the Humber (2c), leaving it at Barmby on the Moor and proceeding north-westward to Stamford Bridge, Thirsk, Durham, and eventually Newcastle. Though the road seems to have been of relatively light construction, showing no trace of embankments, its course is for long distances well established by lines of roads, hedges, and parish boundaries.

From Barmby to Stamford Bridge the course of the road has been accurately determined as far as High Catton by the remains visible in the fields under suitable conditions of cultivation. Thus a stony strip is plainly visible when the soil is bare, but under crops or grass there is little or nothing to be seen, unless, as at some points such as Spring House and Peacock House, between Barmby and Wilberfoss, a slight swelling across the fields marks the flattened *agger* or a hedgerow follows it. Such remains seen here indicate that they may well exist at other points on the route where now there is no surface indication under the prevailing condition of the crops.

From Stamford Bridge, where roads to Bridlington (810) and Malton (81a) cross it, the road is marked by a minor road and then by the western edge of Buttercrambe Moor Wood, with a parish boundary, upon a slightly more northerly alignment which is then followed by the present road through Sand Hutton and Claxton to the main York-Malton road. Here a turn a little to north-west was made just before the main road was crossed, and then after a brief interval hedgerows and a back lane behind the houses on the east side of Flaxton mark it, but it is noticeable that here, as nearly everywhere else along this route where it is derelict, there is no indication of any *agger*.

The present road appears to be on the course as far as West Lilling, in a series of short straight lengths gradually turning more to the west. Then there is a gap of  $3\frac{1}{2}$  miles to near Stillington, save perhaps for some detached pieces of green lane near Moxby. The ground hereabouts is low-lying compared with that east of



Lilling, being intersected by many branches of the little river Foss, and the old road has probably foundered. At Stillington higher ground was reached again, and the road onward to Easingwold and Thirsk probably marks the course again, running in straight lengths though never straight for long until after Thirkleby. The general direction is north-westerly from a point 2 miles beyond Easingwold.

The road continued along the east bank of the Cod Beck through Old Thirsk, where it is called The Street, and it seems likely that it crossed near South Kilvington, for it must certainly continue along the west bank by Street House and Thornton le Street where a back lane nearer to the river than the main road seems to mark it. Just beyond this, by Brawith Hall, the river now intrudes upon the most likely course but this may not have been so in earlier times, and then, having cleared the river, a series of good alignments begins, pointing slightly west of north, and these mark the road clearly for nearly all the way to the river Tees at Middleton St George, east of Darlington.

The first alignment passes Crosby Grange due north as a green lane, but soon changes to north-north-west, passing  $\frac{1}{4}$  mile to the east of the village quaintly named Thornton *le* Beans as an exceedingly wet and flat green lane which for a few yards is used by the present road. Near Crosby Court Grange a hedgerow with parish boundary bears slightly east of north for  $\frac{1}{4}$  mile and seems to mark the road on to the lane from Crosby Court Grange to Bullamoor which is the first part of a long and well-marked alignment of 7 miles to Appleton Wiske, now indicated alternately by lanes and hedgerow lines, usually followed by parish boundaries, but never showing any raised *agger*.

The little river Wiske was crossed  $\frac{1}{2}$  mile to the west of Appleton, and a change of direction slightly more to north-west occurs at the crossing. This takes the road by Girsby Grange, near which the present east-west road in crossing the alignment makes use of it for a few yards by two very sharp turns which have never been eased, and so the road comes into one of those remarkable loops of the river Tees opposite Middleton St George. It is marked by hedgerows east of Girsby, and then, turning to the north-west, is marked by the lane from Howe Hill to Over Dinsdale Grange near the tip of the river loop. Here a track goes down to the river, and on the lower ground this does appear to show a clear trace of a slight *agger*, 15 feet wide, with small ditches, which is partly obliterated by the present built-up cart track. This leads to a ford and beyond the river to an old lane, which the parish boundary follows, climbing the steep cliff-like bank between Dinsdale Park and Middleton St George, in alignment with the continuation to the north.

As soon as the steep climb is finished, the road straightens upon a course due north and the lane is now called Roman Way, but this does not go far, and there is then a gap of  $\frac{3}{4}$  mile which, however, is covered by the parish boundary that follows



the lane and then goes straight on. At Fighting Cocks, a hamlet just north of Middleton, the present road resumes the northward alignment and follows it closely for  $3\frac{1}{2}$  miles to near Little Stainton. At Petty's Nook,  $\frac{1}{4}$  mile short of this, a long straight green lane, aligned with other roads beyond nearly to Bishop Auckland, may well be a branch road to Binchester from the south-east, but this needs investigation.

Beyond Little Stainton the general course is the same, but the present road is more winding, although in some cases this may be due to the hills. At Sedgefield it seems probable that the course would have continued straight on through Hardwick Hall park, rejoining the present road  $1\frac{1}{2}$  miles beyond, though this is not proved. Then the road straightens again through Coxhoe to Bowburn, 3 miles from Durham, and at one point south of Coxhoe Bridge it seems that the earlier direct course is shown by a hedgerow with parish boundary running straight down the hill to the bridge, although the present road curves eastward, probably to ease the gradient.

Nothing certain is known about the course into Durham, but it seems that the oldest track crossed the neck of high ground upon which the city stands, from a ford just above (north of) Elvet Bridge, up Paradise Lane and down Walker Gate, to another ford at Horse Hole below Framwellgate Bridge, linking up there with Millburngate, the older road to Framwellgate and Chester le Street. It would be natural for the Roman road to follow the same course.

For the continuation of this road to Newcastle upon Tyne see 80b, p. 171.

#### REFERENCES

1. Rev. E. M. Cole, *E. Riding Ant. S. Trans.*, 7, 37
2. Miss M. Kitson, *Roman Malton & District Report No. 5*, 32
3. A. Temple, *Dur. & Northumb. Archit. A.S. Trans.*, 7, 39

#### 82. SCOTCH CORNER-BOWES-PENRITH (BROUGHAM) ( $47\frac{1}{2}$ miles)<sup>1</sup>

The present road junction with the curious name of Scotch Corner is of great importance to all northern traffic, and was so, too, in Roman times, for from this point one can continue northward to eastern Scotland and Edinburgh or turn north-westward over the relatively easy Stainmore Pass on the Pennines to Carlisle and western and central Scotland, as this road did, and indeed still does, for most of it is a fine route for fast modern traffic.

The Roman road branched from the northern main road (8c) at a point about 300 yards north of the present roundabout at Scotch Corner, but its course across



the fields to Kirklands,  $\frac{3}{4}$  mile on, cannot at first be seen, though it appears as a large *agger* through the fields as it approaches Kirklands. From this point nearly all the way to Brough, save in a few short lengths, the road is still in use. It is a very beautiful route, running in impressively long straights, first through some fine wooded scenery which contrasts richly with the wide moorland views which are seen to perfection beyond Bowes when the weather is suitable. The alignments were chosen with great skill to give a practicable and direct route across country which could have been very difficult if wrongly approached, and with wide views especially on the south. At first the road is well raised, by 2-3 feet, but this is not generally a noticeable feature. Save for bends at Newsham House and near Greta Bridge, dictated probably in both cases by convenience for the river crossings, the road follows one alignment as far as Rokeby Park, just beyond Greta Bridge. Here it turns due west, and so continues to Bowes and over Bowes Moor to the Stainmore Pass. It is joined at Bowes by a direct road from Binchester, through Barnard Castle (820), from the north-east. Right on the summit of Stainmore, at Rey Cross, the road passes through the banks of a large Roman marching camp which is older than the road for this changes direction slightly upon entering it.

Where the present road commences its descent from the pass it departs for  $\frac{3}{4}$  mile from the Roman line, which can, however, be clearly seen continuing straight on to a somewhat higher point, after which it descends by a zig-zag, also plainly visible as a bright green strip of turf, coming back finally, with a field wall along its north-western side, to the present road at a sharp angle just east of Palliard farm. The derelict road is generally about 30 feet wide, and its kerbstones are clearly visible at some points. Near the highest point the road passes just to the north of a Roman signalling post, now called Maiden Castle, one of a series along this road which will be further referred to.

At Banks Gate,  $1\frac{1}{2}$  miles west of Palliard, the modern road leaves the Roman line until 2 miles beyond Brough, and it must be admitted that for once it takes a much improved and easier route than the old one. The Roman road here turned slightly south-west, following a little ridge through very broken country to the south of the present road, which keeps on a higher level throughout. The Roman line is traceable as a terrace beside field walls between Leonard's Crag and Aisgill Castle, and is still in use as a rough lane east of Leonard's Crag, but much of the route here still needs tracing in detail. The road was making for the site of the Roman fort *Verterae*, at Church Brough,  $\frac{1}{2}$  mile to the south of the main portion of the town, where the ruined castle stands.

It is probable that the road continued westward across the lower ground,  $\frac{1}{4}$  mile south of Lowgill farm, until it reached an isolated hill, a suitable spot where a turn was very likely made on to the north-western alignment which is then followed from Brough Hill to Coupland, near Appleby, by the present road. A small devia-



tion to suit the ground is made at Walk Mill, but otherwise the line is closely adhered to. A slight turn more to the north occurs  $\frac{3}{4}$  mile before Coupland, and this alignment was rigidly followed for 7 miles to Kirkby Thore, although beyond Coupland the main road now leaves it in order to pass through the outskirts of Appleby, the Roman line running as a terrace high above the town on the east. A short piece of the *agger* appears to remain in the field just as the roads part at Coupland, but there is then little trace of it through the fields for  $\frac{1}{2}$  mile, until a narrow by-road follows it for 2 miles past Appleby. Then a green lane marks it for a further 2 miles until the railway comes on to its line almost to Kirkby Thore. Here there was a Roman settlement, and a branch road, Maiden Way (84), led off northward to the Wall zone at Carvoran.

From this point the present road follows the old course for the rest of the way to Brougham with three short alignments through and beyond Temple Sowerby to take the crossing of the river Eden conveniently. Then at Windermere the road straightens on a westerly course all the way to Brougham, 2 miles south of Penrith, aiming direct for the castle which stands in the site of the Roman fort. Here it met the western main road to the north, 7, which passes the east wall of the fort on the line of the present Mill Lane.

Some mention must now be made of the interesting series of signal stations which has recently been identified along the central part of this road, over Stainmore. They are small oblong enclosures, about 60 by 47 feet overall size, consisting of a ditch, interior rampart of turf, and an upcast mound outside the ditch, and with a rectangular platform within the rampart. Those found so far are situated upon high sites, from which semaphore or similar signals could be well seen, and were evidently part of a series for the passing of routine messages, not just emergency signals, probably from the Headquarters at York to the fort at Stanwix, Carlisle, which was the principal station upon Hadrian's Wall.

One of these posts can be very readily seen upon the north side of the present road over Bowes Moor, about 250 yards east of the Hotel. There is a precisely similar one, called Roper Castle, about a mile to the south-west of Rey Cross and rather inaccessible over boggy moorland, placed there because it could signal both to Bowes Moor and also north-westward to Maiden Castle, another, slightly larger, post of the series perched upon the crest of the long descent to Brough on the west. Other posts of the type have been identified between Appleby and Carlisle.

The Antonine Itineraries *II* and *V* cover this road as part of routes, given in opposite directions, between Carlisle and Catterick. The stages are somewhat different in each *Iter* but the distances correspond well with the actual mileage generally:



	<i>II</i>	<i>V</i>	<i>Actual</i>
<i>Cataractonium</i> (Catterick Bridge)			
<i>Lavatrae</i> (Bowes)	XVI	XVIII	19
<i>Verterae</i> (Brough)	XIII	XIII	13
<i>Brovonacae</i> (Kirkby Thore)	XIII	—	12 $\frac{3}{4}$
<i>Brocavum</i> (Brougham)	—	XX	19 $\frac{1}{2}$
<i>Voreda</i> (Castlesteads)	XIII	—	13 $\frac{1}{2}$
<i>Luguwallium</i> (Carlisle, Stanwix)	XIII	—	12 $\frac{3}{4}$
<i>Luguwallium</i> (Carlisle, Stanwix)	—	XXII	19 $\frac{1}{4}$

## REFERENCE

1. I. A. Richmond, 'A Roman Arterial Signalling System in the Stainmore Pass', *Aspects of Archaeology* (ed. by W. F. Grimes) (H. W. Edwards, 1951), 293

820. BOWES-BISHOP AUCKLAND (15 miles)<sup>1</sup>

This branch road is well marked by the present road all the way from Bowes to Barnard Castle and beyond it to Streatlam Park, after which its remains are invisible for some distance, but the course has been fully established by field work, and beyond this it is marked by a lane to its junction with Dere Street (8c).

The Bowes-Barnard Castle road is connected to the main road (present and Roman, 82) by a short link at right angles, and, since examination has failed to prove that the branch went straight on to a fork in the village, it is at least possible that the Roman roads were joined as at present. The road is somewhat raised, and at a high point half-way to Barnard Castle a slight turn was made more to the north and this alignment was closely followed for the rest of the route. The two portions of it on each side of Barnard Castle are a striking sight, for they are intervisible across the deep valley of the Tees, and whereas the present road has to make a very difficult detour to cross by the narrow and awkward bridge, the Roman road made a direct crossing, probably by a ford for a lane leads right down the steep cliff-like bank to the riverside at the gasworks, where the road was dug up during construction work. The suburb on the western side is called Startforth, a name which may perhaps be a corruption of Stratford.

Perfect remains of the road were exposed at the gasworks in 1839 and again in 1886 during extension work. On each occasion it was found about 6 feet below the present surface and 12 feet wide. In the first exposure it was described as formed of limestone rock placed edgewise, compacted with fragments of sandstone, and on the later occasion as being paved with stone slabs 15 inches square, set diagonally to the course of the road. This arrangement perhaps suggests a paved ford.



At Streatlam Park, also taking its name from the road, surface traces disappear, but by following the alignment and excavating, the road material was found more or less damaged by ploughing. It contained a substantial foundation of large stones 6-10 inches thick with a layer of smaller metalling above. Through the Great Wood the road metalling could be traced as a marked band of stones. A section here showed the road to be 23 feet 7 inches wide. Farther on, near Wackerfield, on the same alignment, the road was again proved in similar form with a width of 24 feet 3 inches. It probably continued on the south side of Hummer Beck at first, but then is marked by Hummerbeck Lane on the north bank until, farther on, this crosses again to the south and so continues until it reaches Dere Street (8c) at Burns House, just south of the outskirts of Bishop Auckland. Here also the Roman construction was proved below the modern material of the lane, as a compact layer of sandstone foundation, 21 feet 6 inches wide and 5 inches thick.

It should also be mentioned that at the Bowes end of this road a wide bank can be clearly seen almost parallel with it on the south for nearly a mile at some 40 yards' distance.<sup>2</sup> This bank has been examined and proved to be of clay devoid of any substantial metalling; it is slightly sinuous and does not look like a normal road *agger*. Thus it is probably just a running earthwork and is not a part of the road.

#### REFERENCES

1. R. P. Wright, *Arch. Aeliana*, S4, 14, 194
2. R. P. Wright, *Yorks Arch. J.*, 33, 227

#### 821. STANHOPE-BOLLIHOPE COMMON (3 miles)

A derelict terraced road has been observed for a distance of some 3 miles, running southward from Stanhope on to the high moorland of Bollihope Common, somewhat above and to the east of the present road. The district has been much occupied by mining works now abandoned, and thus some doubt exists as to the age of the derelict road though it may well be ancient. Pending further work, however, it seems premature to include it as a route from Corbridge to Eggleston near Barnard Castle, some 24 miles, as has been done on the new edition of the Map of Roman Britain, especially as it does not appear to be a noticeably aligned route.



83. WILLINGTON-DURHAM (6½ miles)<sup>1</sup>

Traces of a road branching from Dere Street (8d) at Willington, a little to the north of the Roman fort at Binchester, have been found, and the road has been proved by full excavation at several points, though very little of it is now visible.

The road forks from Dere Street just west of Willington, a large colliery village, and is marked by a lane past Holland Hall, close to the enormous sprawl of Brancepeth Colliery which dominates the scene. Close to the forking point it was proved to consist of a single layer of 8-inch sandstone blocks, and was 16 feet 8 inches wide, but with no kerbs. Just beyond the colliery area, at Park House, it was found to have three layers, 4 inches of sandstone foundation, 5 inches of clay and then 4 inches of top gravel. There was a kerb on the east side and a width of at least 15 feet was proved, the remaining width being inaccessible to excavation.

The road falls into the Brancepeth-Brandon road near Brancepeth village, but soon crosses the railway, following one alignment throughout, and is there visible as an *agger* just before obliteration by the new houses of Brandon. The road was found here to be 21 feet 8 inches wide, very solidly constructed, with the foundation arranged in strips lengthwise along the road, with large stones for kerbs and a central rib, and having smaller material between them, while over this was a well-rammed layer of gravel and small sandstones, finished with a strongly cambered surface.

The alignment of the road is pointing to Stone Bridge, between Brandon and Durham, and it is likely that after crossing the river Browney the road continued beyond Durham to join the northern road, 80b, through Chester le Street to Newcastle.

For road 84, the Maiden Way, Kirkby Thore to Carvoran, see p. 125.

## REFERENCE

1. R. P. Wright, *Arch. Aeliana*, S4, 15, 362

8d. DERE STREET. BINCHESTER-CORBRIDGE (27½ miles)<sup>1, 2</sup>

The road left the fort at Binchester in a north-westerly direction, where its course is not visible, descending again to the river Wear and rising on the same line beyond to the village of Hunwick, which now obliterates much of it. The road towards Willington, a large colliery village, follows the course for a time, but, just before the village is reached, it bears away and a short piece of the *agger* appears



plainly in a field on its north side. Here a branch road (83) led off north-eastward towards Durham.

Then a side street called Watling Terrace marks the course of Dere Street for a few yards, after which it runs derelict across country. It soon turns from east of north to due north. On approaching Oakenshaw it is marked by a track and hedge-rows, and elsewhere there are faint traces of the *agger* but these are not so evident now as they seem to have been formerly. Particularly, near West Brandon Farm where it used to be well seen as a large *agger* across a golf course, this has been put under cultivation and only a faint swelling in the fields now marks the *agger*. Farther on, beyond Hill House, field walls and a cart track mark the course and the *agger* is faintly visible. Then, upon reaching the edge of the valley at Rag Path Wood, the road turns sharply to the north-west and slants down the hillside as a terrace, now water-worn into a hollow way. The turning-point is conveniently indicated by one of the new large pylons of the electricity 'super-grid' which stands upon it.

Beyond the valley the road climbed direct through the fields to Heugh Farm, but no surface trace seems left. Beyond the farm a line of field walls and track mark it along the hillside to the hamlet Quebec, where it joins the present road for a little way. East of Willy Hill it shows plainly in the fields east of the present road, as a large spread *agger* some 1-2 feet high, till it falls in with this again as far as Square House. Mining has then destroyed it, and the course is not marked by any traces, except perhaps some hedgerows, on to the Roman fort at Lanchester and beyond. It seems likely that the road passed outside the south wall of the fort.

Beyond this there are traces at some points in the fields between Newbiggin and Lanchester, and as it approaches and crosses the Lanchester-Leadgate road, near Low Woodside, it is followed by hedges with traces of the *agger*, and the line is very plain up to the point at Iveston where the modern road rejoins it. This road then runs very straight to Leadgate and beyond it to Brown Hill, where a slight turn more to the north was made, and it then continues very straight down the steep hill into Ebchester, the site of another fort.

Beyond the river Derwent the course is not now clear, partly owing to recent mining, but it was formerly ascertained. After  $\frac{1}{2}$  mile, at Morrowfield, the present road again follows it upon a single alignment to beyond Whittonstall. The bend at the village to ease the sharp hill is modern, and the earlier line is shown by a hedge-row with traces of the road. At Apperley Dene,<sup>3</sup> where there is another fort, the old road lay to the west, terraced up on the hillside, and its structure was examined. It was found to be damaged and lacking its surface layer, which had been of small sandstones, found scattered, but it was 22 feet wide and had a heavy kerb of sandstone blocks on the eastern, down-hill, side.

A mile farther on, the present road bends east to pass through Broomley, but



the *agger* can be seen in places as a low swelling across the fields until the road rejoins it. At the descent into the Tyne valley at Riding Mill the road passes through a pine wood where the *agger* is clearly visible, some 40 feet wide and 2 feet high, below the present road. On the north side of the village street the cobbles and kerbs were recently disclosed during the digging of a gas main trench between the Wellington Hotel and the station approach road.<sup>4</sup>

Beyond Farnley the old road lies a little to the south of the modern road, and can be traced at some points through the fields. Then it turns down the hillside, not now visible, to cross Dilston Haughs at the cemetery direct to the site of the Roman bridge over the Tyne, opposite the important base fort of *Corstopitum* situated upon a slight plateau at Corchester, just to the west of Corbridge. Some of the bridge piers and the south abutment can be seen when the water is low, about  $\frac{1}{2}$  mile upstream from the present bridge.

The Antonine Iter *I* follows this road and the distances given are in good agreement with the actual mileage: *Vinovia* (Binchester) to *Vindomora* (Ebchester) XVIII (18 miles), and to *Corstopitum* (Corbridge) VIII (9 $\frac{1}{2}$  miles).

For the continuation of this road to High Rochester see 8c, p. 205.

#### REFERENCES

1. H. MacLauchlan, *Survey of the Watling Street* (1852), 6
2. Miss J. Mothersole, *Agricola's Road into Scotland* (Bodley Head, 1927), 92
3. E. J. W. Hildyard, *Arch. Aeliana*, S4, 30, 223
4. W. Bulmer, *Soc. Ants. of Newcastle Proc.*, S5, 1, 335

#### 8ob. DURHAM-NEWCASTLE UPON TYNE (12 $\frac{3}{4}$ miles)<sup>1</sup>

From the old river crossing, Horse Hole Ford, the earlier road to Chester le Street followed the course of Millburngate to Framwellgate Moor, where a turn to due north was made, and the road is straight and somewhat raised right on through Pity Me, until, near Plawsworth, it has to bend in passing through some hummocky country.

At Chester le Street the old main road marks the line almost due north right on to Birtley and Wrekenton. North of Birtley it leaves the older road for short distances, first on the east near the Coach and Horses Inn and then on the west near High Eighton, and here the structure of the road has been examined. It was found to be 17 $\frac{1}{2}$  feet wide, built in three layers of 6-inch and 8-inch sandstone blocks, and with kerbs, but it lacked small surface metalling which may have been ploughed away. Farther south, near the Coach and Horses Inn, where the road was crossing Leyburnhold Gill, it was on a causeway 26 feet wide, with a cambered mound of



gravel, 18 inches thick at the centre, laid upon the sandy subsoil without any bottoming. Sandstone blocks had been laid upon the gravel for 6 feet on the west side and 2 feet on the east to act as kerbs.

No traces of the road can now be seen in the open ground near Wrekenton, where an important branch (809) goes off north-eastward to South Shields, but it is known that the course continued direct to the highest ground near Beacon Lough, where a turn to west of north was made. The existing road and the High Street in Gateshead then mark the line direct to the Roman bridge, *Pons Ælius*, over the Tyne to the fort upon Hadrian's Wall at Newcastle. This was the terminus of the road, and it did not continue to the north of the Wall.

Ælius represents the family name, Ælianus, of the Emperor Hadrian, the designer of the famous Wall, and the bridge stood upon the site now occupied by the Swing Bridge. Traces of the Roman bridge were found during reconstruction work, and it appears to have had stone piers but probably a timber superstructure, with a roadway about 18 feet wide.

#### REFERENCE

1. R. P. Wright, *Arch. Æliana*, S4, 17, 54

#### 809. WREKENDYKE. WREKENTON-SOUTH SHIELDS (8½ miles)<sup>1, 2</sup>

An important supply base and port was established by the mouth of the Tyne at South Shields, and this was connected to the road system by a special branch which led off from the Durham-Newcastle road (80b) at Wrekenton, 3½ miles to the south of Newcastle. The road was laid upon a single alignment north-eastward until close to South Shields, where it turned more to the north to reach its destination. The course was apparently chosen to keep upon higher ground as far as possible.

Through Wrekenton it was formerly visible a little to the north of Ravensworth Avenue, but this has now been covered by development. Luckily it was examined here and its structure recorded just to the east of the present road, Long Bank; it was 19 feet wide with a 4-inch layer of large stones as foundation, and an upper layer of small sandstones, well cambered but heavily worn in the centre, and with 12-inch sandstone blocks as kerbs.

Beyond the houses the course of the road is followed by the present road for nearly the whole distance, although at first it lies on the east side near North Leam farm and farther on upon the west. Where the road lies on it, it is raised by 2-3 feet and its appearance is very typical of such roads. About half-way to South Shields the main Newcastle-Sunderland road and a railway both cross it, and a



modern deviation has been made, so that the older road can be seen, overgrown with bushes, still well raised although in low ground and much below the present road on its north side. Its structure was examined here, being very solid because of the wet ground; a bottoming of 10 inches of sandstone blocks with kerbs was laid, 16 feet wide, with a 10-inch layer of clay above, capped by 4 inches of well-cambered broken yellow sandstone. A new surface had later been laid above this.

A mile farther on, Fell Gate Farm stands upon the old road, which is marked by hedges until the present road rejoins it just beyond. Then at Monkton the road curves northward a little, evidently to avoid two awkward little denes which meet there, but at Primrose Hill beyond, the line is resumed until the town of South Shields and its many mineral railways swallow it up. The road turned northward there, direct to the site of the supply base, at the Lawe on the high ground overlooking the mouth of the Tyne at the northern end of the town.

#### REFERENCES

1. Rev. J. Hodgson, *Arch. Aeliana*, 51, 2, 123
2. R. P. Wright, *Arch. Aeliana*, 54, 17, 54

### (v) Hadrian's Wall and its Roads

At Corbridge we enter the zone of forts and works associated with the defence of the northern frontier, which we think of mainly in connection with the famous Wall of Hadrian, rightly considered to be the most important Roman monument in the whole of Britain. It was, however, only a part of the defensive arrangements in the north, which underwent considerable modifications from time to time. All these aspects and the construction of the Wall, forts, and other works have been studied for many years in minute detail by the field workers of Durham and Northumberland, Cumberland and Westmorland, and the results of their devoted labours will be found most admirably set out in the *Handbook to the Roman Wall*, 10th Edition (1947), edited and largely rewritten by Ian A. Richmond, LL.D., M.A., F.S.A. (although it also still bears the name of the original author, the late J. Collingwood Bruce, one of the fathers of this special study), and no one visiting the Wall can afford to be without it. No more than a brief outline can be included here.

During the governorship of Agricola in A.D. 77/78-84/85 an active campaign for the conquest of Scotland was carried out and forts and roads were built well to the north of what was later to be the Wall area. It is these roads which we shall be following into Scotland later in this survey. Included among the roads then made



was a lateral east-west road, the Stanegate (85), to connect Corbridge and Carlisle through some intermediate forts, which later became a useful route in rear of the Wall.

Southern Scotland was held for some years after the Agricolan campaign had been halted with the conquest of the Highland zone unattained, but constant trouble followed, and eventually the active Emperor Hadrian visited the Province in 122 and decreed the building of the Wall, which was carried out during the governorship of Aulus Platorius Nepos in 122-6.

Defended frontier lines of this type, known as *limes*, were common features of the Empire, and what seems to us a colossal engineering task was evidently taken as a normal piece of work. A line was chosen from Newcastle on Tyne (very soon extended eastward to Wallsend) to Carlisle and Bowness on Solway, with the most careful regard for a good field of view to the north, the total distance being 73½ (or 80 Roman) miles. Upon this line there was constructed: (a) a stone wall with 'mile-castle' fortlets and turrets, the former at intervals of a Roman mile with two turrets between each, from the eastern end to the river Irthing near Gilsland, and then a turf wall with the same fortlets and turrets in stone for the rest of the way (later the turf wall was replaced by stone); (b) a large ditch 27 feet wide and 9 feet deep (sometimes even larger) just in front of the Wall; (c) another large ditch of somewhat similar size, usually known to us as the Vallum, with two large banks, called the North and South Mounds, along its sides, which was not defensive but lay everywhere to the south of the Wall works and its forts, and appears to have been an administrative barrier to shut off the military zone from approach on the south; (d) a road (86) to give lateral communication just behind the Wall, between it and the Vallum, and usually termed by us for convenience the Military Way. All this work was carried out during the four years of Nepos' governorship, and in addition a whole series of forts were built at intervals along the Wall itself which were not part of the original scheme, for this had depended upon the Agricolan forts in rear of the Wall, on the Stanegate, with only fortlets and turrets at the Wall itself.

But no static defence was intended. Hadrian's successor Antoninus Pius began preparations for another advance into Scotland as early as 139, which resulted in the building of the other Wall from Forth to Clyde that usually bears his name. This Wall we shall visit along the course of its associated Military Way (90). Hadrian's Wall was less strongly held for a time, and the occupation of Scotland seems to have ebbed and flowed more than once. About 208-9 the Emperor Severus reorganized the Hadrianic line in what would now be styled 'defence in depth', with look-out posts in advance and linked to the Wall by roads—Bewcastle (865), Netherby (868), Birrens (7f).

The later vicissitudes of the frontier hardly concern us here, but the policy



appears to have been moderately successful in that the Lowland tribes seem later on to have co-operated in its defence against the Caledonians, so that serious over-running was only suffered about 287 and 367, until the Roman garrison was finally removed from the Wall in 383, owing to troubles elsewhere in the Empire, and the local tribes were left to carry on as best they might.

As we now see it, the central sector of the Wall, from Sewingshields to Carvoran, is the most spectacular, for it was sited along the topmost crest of the ridge of basaltic hills where it has been little molested, and it can still be followed, standing several feet high, for miles together. East of this, for most of the way to Newcastle, a curious fate overtook it in Georgian times (1745); a military road (the successor to the Roman Stanegate as it were) was urgently needed in the campaign against the Scottish rising, and to provide it the remains of the Wall were knocked down and converted into a roadway for many miles together. In this sector, therefore, one travels upon what is now a fine straight highway which overlies the Wall foundation, having upon its north side the Wall Ditch and on the south the Vallum, both of them impressively large for long distances. This road is known locally as the Military Road, a title that must not be confused with the Roman Military Way (86) which accompanied the Wall but cannot often be seen now in this sector.

West of Carvoran the Wall works can be easily traced for a further six miles to Banks, but beyond this point the course lies through lower ground which has been more heavily cultivated and there is relatively much less to be seen, although the exact course has been established everywhere right on to the Solway coast at Bowness.

#### 85a. STANEGATE. CORBRIDGE-CARVORAN (21 miles)<sup>1, 2</sup>

The road Stanegate that runs somewhat to the south of Hadrian's Wall has been traced at its exit from the base camp *Corstopitum* at Corbridge, where it continued the line of the principal east-west street of the camp westward as far as the Cor Burn.<sup>3</sup> Here it turned southward to negotiate the steep-sided valley by terraceways of which traces can still be seen, and its structure was closely examined by a large number of sections which showed its elaborate and heavily built character. Near the camp the road was 22 feet wide, with covered stone gutters, built upon a foundation of 6-inch cobbles with a cambered layer of gravel 10 inches thick above. Upon the terraces and approach to the burn heavy stones were used to buttress the edges of the road. Beyond the crossing it turned westward again along the bank of another stream and had been used as part of an early modern road, Carelgate, leading to Hexham, but the course of the Roman road is not yet known for the next 5 miles till we reach a point on the west bank of the North Tyne nearly opposite the village of Wall.



The road is found again in the fields on the west side of Homer's Lane, between Warden and Walwick Grange, apparently coming up from the direction of Warden and then commencing its westward course again along the base of the north slopes of Warden Hill. Its line was carefully ascertained here and its structure examined,<sup>4, 5</sup> but the road does not appear on the surface although it was found to be only lightly buried, and had indeed lost its gravel surfacing through ploughing. A typical section showed it to be 16½ feet wide, with a foundation layer of 4-, 8-, or 10-inch sandstone blocks, and the edges of the road were well defined.

Farther on, towards Fourstones, there are visible traces on the hillside and a stone fence marks it, while excavation has proved it in the fields north-west of the village. Then the present road comes on to the line through Newborough and follows it for many miles beyond. The road soon climbs to high ground at Settlingstones and continues along this with wide views to the north, important to this main connecting road between the forts before the construction of the Wall. As so often with these roads, it becomes much raised when on high ground, often by 1-2 feet and near Grindon Hill by 2-3 feet. Much of the road, although adequately metalled for modern traffic, still shows the *agger*, about 27 feet wide, in almost its original state, and it runs in long straight lengths, although gradually bearing more to the south of west.

Upon approaching the deep valley of the Brackies Burn at Chesterholm, the modern road bears away southward and the Roman *agger* is traceable, quite clearly, across the fields to the stream crossing at Chesterholm. Here there was a fort, *Vindolana*, situated like Corbridge a little to the rear of the Wall, and our road passes it on the north. Just at the stream crossing a fine cylindrical stone stands by the road, a genuine Roman milestone in its original position, but uninscribed (Pl. XII). The base of another stands some 1,700 yards farther west along the road.

The course of the road, from the point where the modern road leaves it to Chesterholm, has been carefully examined<sup>6</sup> and shown to lie a few yards to the north of that marked upon the older maps, which is that of another old, but probably later, road. The construction was also examined by several sections, which showed it to vary in width from 16½ to 24½ feet, and to be built upon a bottom layer of large stones, sometimes 6-12 inches square and well laid, then a cambered bank of clay (in one case turf) bedding, and finally a compact well-cambered layer of small 2-inch sandstones forming the metalled surface.

Beyond the stream the road continues straight ahead, deeply sunken at first but soon raised upon an *agger*. This length is metalled and is drivable with care, but is not so good as the Ordnance map indicates. After it meets a road leading northward to the Twice Brewed Inn, on the main road near the Wall, it becomes a farm road to Sealside, and then the course lies across rough ground where traces of the *agger* can generally be seen. The course takes it diagonally across the main road





*J. K. St Joseph*

XI. DERE STREET (8c) SOUTH OF BISHOP AUCKLAND, FROM THE AIR, LOOKING SOUTH  
The view is taken near Bolam Grange looking towards Piercebridge (page 161).





XII. ROMAN MILESTONE ON THE STANEGATE (85a) AT CHESTERHOLM  
The stone is in its original position but is uninscribed (page 176).



near the standing stones called The Mare and Foal, where it turns more westward, parallel to the road, and can be seen as a terrace on the hillside to the north.

At Haltwhistle Burn it passes a small fort and was examined in detail;<sup>7</sup> the road was found to be 16½ feet wide, with a rough surface of cobbles and gravel bedded in clay, 16 inches thick at the centre, with a second road surface, 14 inches thick, above it. Here the *agger* is clear, as is also the descent to the burn crossing and beyond, after which the course is now enclosed by wire fences, very ugly but at least marking it clearly, although only the central part of the *agger* is included. Traces continue through the fields roughly parallel with the main road, passing just behind Fell End Farm, and leading up to the fort at Carvoran (*Magna*). Here it is quite close to the Wall, although the Military Way (86) continues upon a separate course, and at this fort the southward road, Maiden Way (84), leads off, but is not at first visible.

## REFERENCES

1. H. MacLauchlan, *Survey of the Roman Wall* (1858), 30, 41, 46
2. J. Collingwood Bruce, *Handbook to the Roman Wall* (10th ed. by I. A. Richmond, 1947), 31
3. R. P. Wright, *Arch. Æliana*, S4, 19, 194
4. R. P. Wright, *Arch. Æliana*, S4, 13, 199
5. R. P. Wright, *Arch. Æliana*, S4, 16, 140
6. R. P. Wright, *Arch. Æliana*, S4, 14, 185
7. J. P. Gibson and F. G. Simpson, *Arch. Æliana*, S3, 5, 256

85b. STANEGATE. CARVORAN-CARLISLE (17½ miles)<sup>1, 2, 3</sup>

The course of the road has been ascertained between Carvoran and Gilsland, but there is little now to be seen. The *agger* can be seen just after it crosses the Greenhead-Gilsland road, and then it is marked by fences towards Gap, a little to the south of Gilsland, roughly parallel with and to the south of the Vallum.<sup>4</sup> Then it appears again for ½ mile to the east of Upper Denton, first as a marked terraceway bordering fields, and then as a low but distinct *agger* cutting across a field towards Upper Denton, after which the present road probably follows it as far as Chapelburn. Then there is no trace until the road is passing through Naworth Park; here several gorge-like valleys run down to the river Irthing, and a series of deep cuttings and embankments was engineered to ease these crossings. These mark the course of the road at intervals as far as Boothby, west of the park, and it has been well said that the existence of these works has enabled the course to be traced, rather as if a derelict railway was marked at intervals by cuttings and embankments still visible, whereas the level portions of the line had been obliterated by cultivation. The parallel is exact.



The road appears again 2 miles on, where a short length is still in use past Crooked Holme, just before the point where it must have crossed the Irthing. At Crooked Holme a branch road to the south led up the side of the valley in a well-marked cutting to a Roman fort situated on the high ground 1 mile west of Brampton, near the old church. Through Irthington the exact course is not known, but just beyond Red Hills at the end of the village a course for the road has been cut straight through a small hillock, situated in a meadow with the curious name of Buckjumping, a striking and unusual example of these cuttings. Then an aerodrome obliterates everything for a mile, after which hedgerows again mark it for some distance towards High Crosby. Just beyond this, in the grounds of Crosby Lodge close alongside the present road, another long cutting can be seen, 60 feet wide and 15 feet deep, containing a road with substantial metalling 21 feet wide between ditches. Probably the road continued to Stanwix fort at Carlisle close to the course of the present road.<sup>5</sup>

## REFERENCES

1. H. MacLauchlan, *Survey of the Roman Wall* (1858), 49
2. J. Collingwood Bruce, *Handbook to the Roman Wall* (10th ed. by I. A. Richmond, 1947), 185, 195
3. Cumb. Excavation Com<sup>ee</sup>, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 36, 182
4. F. Haverfield, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 15, 363
5. R. Hogg, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 52, 154

#### 86a. HADRIAN'S WALL, MILITARY WAY. WALLSEND-NEWCASTLE ON TYNE-PORTGATE (20 miles)<sup>1</sup>

Practically throughout this section from Newcastle westward, the modern 'Military Road' leading to Carlisle runs upon the line of the Wall, and very few traces are to be seen of the accompanying Roman road, usually termed for convenience the Military Way. Near Harlow Hill the Vallum takes an independent alignment a little to the south, but apart from this the works run almost parallel in a series of straight lengths. The Vallum and Wall Ditch are generally well seen, wherever they are in open country, although the foundations of the Wall itself lie under the modern road save at a few points. Near Halton Shields,<sup>2</sup> 2 miles east of Portgate, the Military Way was shown to have been made upon the north berm of the Vallum owing to the closeness of the works. At Portgate the Wall crosses Dere Street (8e), the main road into Scotland.

## REFERENCES

1. J. Collingwood Bruce, *Handbook to the Roman Wall* (10th ed. by I. A. Richmond, 1947), 31, 65
2. F. G. Simpson and others, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 13, 389



86b. HADRIAN'S WALL, MILITARY WAY. PORTGATE-CARVORAN  
(21 miles)<sup>1</sup>

The Wall works continue as before alongside or under the main Carlisle road until the beginning of the steep descent into the North Tyne valley at Chollerford, by Brunton Bank. Along much of this stretch the Military Way was found to run upon the north mound of the Vallum, which was adapted for the purpose. It will be noted that this mound has a particularly rounded profile, as of a heavily cambered *agger*.

At Chollerford the works proceed direct across the valley, whereas the present road diverges to the north to cross Chollerford Bridge, and so they approach the Roman fort at Chesters (*Cilurnum*), a charmingly situated place beside the river, in the parkland of Chesters House. The crossing was made by a bridge,<sup>2</sup> of which one of the piers can still be seen, built apparently as an integral part of the Wall at this point. The course of the road leading up from the bridge to the east gate of the fort as a considerable *agger* can still be seen.

Beyond the grounds of Chesters the Wall works soon rejoin the present road as it ascends Walwick Hill. The road lies first upon the Wall but soon shifts on to the north mound of the Vallum. As the Military Way is found farther on to lie upon this mound, it is quite likely that it may have done so here and that the present road thus marks its course. The Wall runs straight to the highest point hereabouts, known as Limestone Bank,<sup>3</sup> where it makes a curved salient to the north of the present road, thus allowing the Way to appear independently in the space between, a clear *agger* with somewhat darker herbage, 20 feet wide and 1 foot high. One of the mile-castles stood here, and its outline is plainly visible just north of the Way. But the most striking thing, which makes this point on the Wall so well worth seeing, is the true magnificence of the Ditches. Both that of the Wall and of the Vallum are of huge dimensions and were here cut through the solid basalt rock, a terrific undertaking. Great blocks of the rock were lifted out by cranes, the dowel holes for doing so being still visible on some of them, and it is as though the workmen had only just left the work.

Westward for many miles the Wall works run straight ahead on each side of the present road, and the Military Way was laid on the Vallum's north mound, which is clearly visible for most of the way. Then, at the crossing of the little Coe Burn, the modern road bears off southward to follow the lower ground, and the Wall makes straight ahead to the famous basalt ridge which it follows so closely throughout this central part of its course. The Vallum continues with it for a short distance but then, too, bears away into the lower ground. The Way therefore leaves the



north mound and continues up the hill towards Sewingshields, roughly parallel to the Wall and some 40 yards from it, its course showing plainly as a strip of light-coloured herbage.

The Wall now runs along very inaccessible ground quite unsuited to a road for many miles. The Way does not attempt to follow it too closely, but adopts an exceedingly well-planned course along the lower slopes where it can generally be clearly made out, often as a terrace but sometimes as a well-made *agger*, and usually showing clearly by reason of the finer herbage upon it. The road is generally about 18 feet wide, but is somewhat narrower on terraces. Where possible it runs in straight lengths, and when it climbs or descends along the hillsides the road is very carefully and easily graded. It runs up to the forts at Housesteads, Great Chesters, and Carvoran, but the other smaller posts, such as the mile-castles and turrets, were approached by branch roads or paths. The Way can be well and easily seen to the west of Housesteads fort by following its course from the West Gate; it is 18 feet wide and in places the large kerbstones can be clearly seen through the fields wherever the road is slightly terraced along the slopes.

For the continuation of this road to Carlisle see 86c, p. 181.

#### REFERENCES

1. J. Collingwood Bruce, *Handbook to the Roman Wall* (10th ed. by I. A. Richmond, 1947), 91, 98, 107, 109
2. S. Holmes, *Arch. Aeliana*, S2, 10, 328
3. P. Newbald, *Arch. Aeliana*, S3, 9, 63

#### 865. BIRDOSWALD-BEWCASTLE (6 miles)<sup>1-5</sup>

The outpost fort at Bewcastle was connected by a direct road to the Wall fort at Birdoswald (*Camboglanna*), following a single alignment for practically the whole distance. The road is still visible over much of its course and in some places is very well preserved.

No trace has been found in the first  $\frac{1}{2}$  mile across the shallow valley of Midgeholm Moss, but directly after crossing the modern road from Gilsland to the west the *agger* appears plainly, striking across a meadow to its north-west corner where it becomes even clearer, 30 feet wide and 1 foot high. It is over 2 feet high just beyond, where it passes diagonally under a field wall, and continues plainly over Waterhead Common with a wall on its left side.

The road crosses the King Water at Slittery Ford and the terrace ascending the farther bank is clearly visible leading in an upstream direction for 100 yards, after which the previous direction is resumed but *parallel* to the earlier line. It



continues plainly visible past Highstead Ash, where the construction of the road was examined, showing it to be in good preservation, 16½–17 feet wide, edged with squared kerbstones and built up with large and small pieces of freestone and cobbles, packed in a tight layer 8 inches thick, resting on the subsoil.

The road continues traceable across the moor and fields to Spadeadam, passing a few yards east of the farm and running diagonally through the rough ground of two former plantations, where the *agger* appears clearly, 30 feet wide and 1–2 feet high. It continues direct to the highest ground, passing a little to the right of the Roman signal station on Gillalees Beacon, and eventually arriving at High House on the ridge overlooking Bewcastle. Here a zig-zag eased the descent, and then a short alignment more to the north carried it on through the fields, where the *agger* is faintly visible in places, until near the valley bottom a turn north-west was made to take it straight up to the fort, perched above the river on a bluff where the church now stands.

## REFERENCES

1. Rev. J. Maughan, *Arch. J.*, 11, 1, 124, 217, 345
2. F. Haverfield, *Cumb. & Westmor. Ant. A.S. Trans.*, 14, 420
3. R. G. Collingwood, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 22, 169
4. W. G. Collingwood, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 24, 110
5. *Cumb. Excavation Report, Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 38, 195

### 86c. HADRIAN'S WALL, MILITARY WAY. CARVORAN–CARLISLE (18½ miles)<sup>1, 2</sup>

Scarcely anything can be seen of the Military Way in this section, though its presence has been proved at some points during the excavations of the more important Wall features. Thus at Poltross Burn<sup>3</sup> mile-castle it was found to be 22 feet wide, very like Stanegate (85), and beyond the railway, where it was traced across Gilsland school-yard, the width was 19 feet 3 inches with kerbs. Where, as from Birdoswald to Banks, the Wall line is still well marked by the present road there are occasional traces of the Way in the fields south of it. West of Banks the Wall is, of course, much less clear, although its course has been fully ascertained, and the ground has been more extensively cultivated so that little trace of the Way can be expected.

## REFERENCES

1. J. Collingwood Bruce, *Handbook to the Roman Wall* (10th ed. by I. A. Richmond, 1947), 154, 162
2. F. Haverfield, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 1, 78
3. F. G. Simpson and others, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 13, 389



86d. HADRIAN'S WALL, MILITARY WAY. CARLISLE-BOWNESS (12½ miles)<sup>1, 2</sup>

The course of the Wall has been clearly defined throughout this length, following high ground near the southern shore of the Solway Firth, except between Dykesfield and Drumburgh, where it is lost in a wide area of marshland apparently formed by inroads of the sea since Roman times. The Military Way has been ascertained near the forts during excavations there, and it seems to have followed its usual course quite close behind the Wall. No visible traces of the Way seem to remain now.

For Road 868, Westlinton-Netherby, see p. 191.

#### REFERENCES

1. J. Collingwood Bruce, *Handbook to the Roman Wall* (10th ed. by I. A. Richmond, 1947), 203, 208
2. R. G. Collingwood, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 23, 11

869. DRUMBURGH-KIRKBRIDE (2 miles)<sup>1</sup>

A road has been traced in a south-westerly direction from the Wall fort at Drumburgh, where it joined the Military Way (86d). It is represented at first by a lane along the north side of the railway, and then it is marked by a belt of gravel across the fields, now spread by ploughing to a width of some 60 feet, and showing as a white streak across the dark soil under suitable conditions. Where it crosses a moss the line of the road is marked by a line of whin bushes in place of heather.

It is lost on reaching the river Wampool, but its direction points to Kirkbride just across the river, and it might have turned southward there by the straight road to Oulton and so to Old Carlisle fort.

#### REFERENCE

1. R. L. Bellhouse, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 52, 41



## Chapter 5

### BRITAIN NORTH OF HADRIAN'S WALL



#### (i) The Uncompleted Northern Network

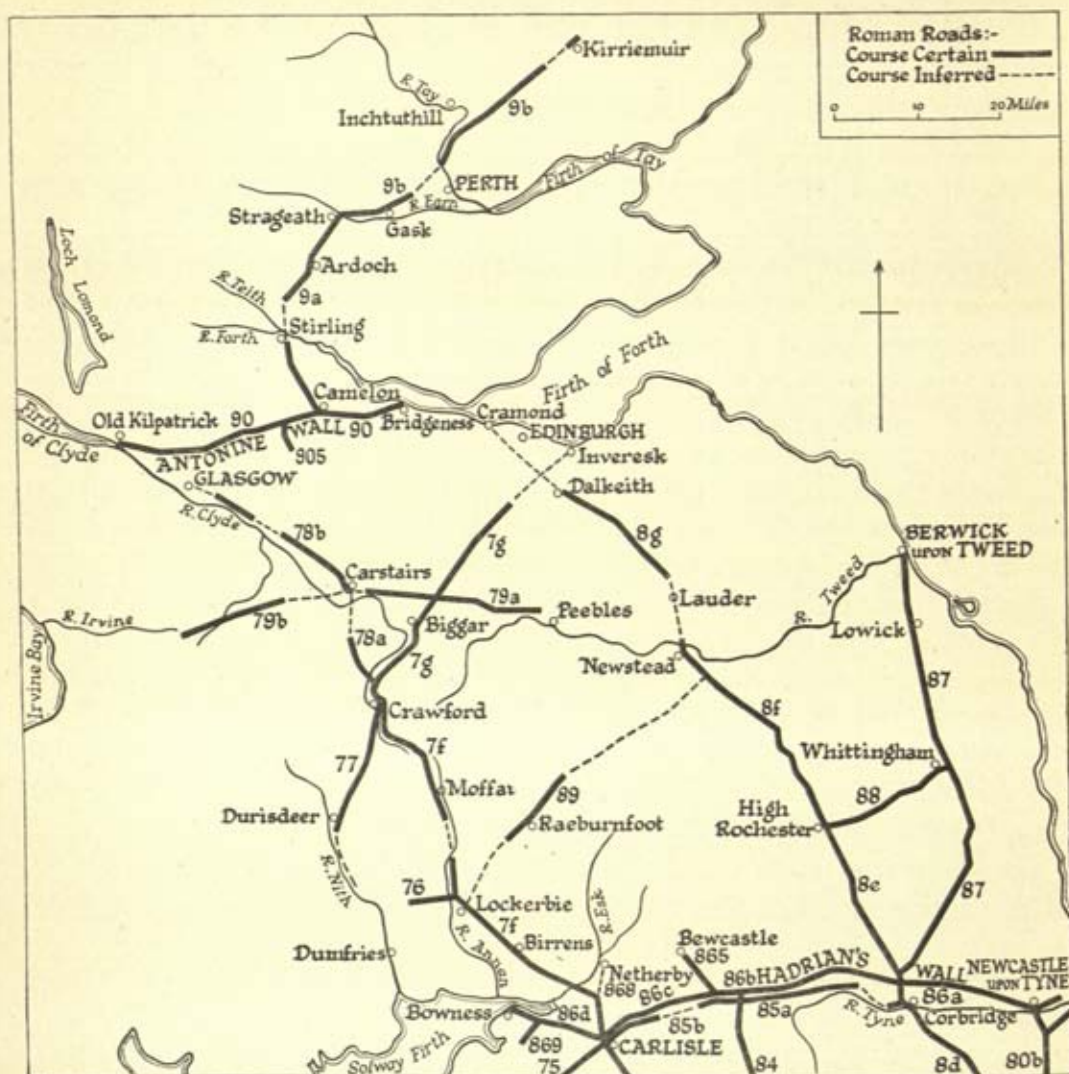
TO THE NORTH of Hadrian's Wall the main routes of a northern network extend over southern Scotland as far as the Forth-Clyde isthmus, where the Antonine Wall was built, but we must remember that neither of these walls existed at the time the roads were being planned and constructed, and the intention was to occupy the whole country with a full road system as elsewhere.

Two main northern routes were made: a western road from Carlisle, through Lockerbie, Crawford, and Biggar, to the outskirts of Edinburgh (7); and an eastern one, Dere Street (8), from Corbridge, through High Rochester in Redesdale, to the important fort at Newstead (near Melrose) and on by Lauder and Pathhead to Dalkeith, also on the outskirts of Edinburgh. Both these roads almost certainly connected with the Roman coastal sites at Inveresk and Cramond on the Firth of Forth, but the last sections await discovery. The eastern road was duplicated by another road, the Devil's Causeway (87), which forks out of Dere Street at Bew-clay, a little way north of Hadrian's Wall, going north-eastward to Longframlington and then north to near Berwick upon Tweed. It was linked to Dere Street again by a crossroad from Whittingham to High Rochester (88).

The eastern and western routes were almost certainly linked by a road (89) that left Lockerbie up the valley of the Dryfe Water, and this has been thoroughly traced from Raeburnfoot, where there was a fort, over the moors by Craik Cross and north of the Borthwick Water towards Roberton (Roxburghshire). This road almost certainly continued till it joined Dere Street at or just south of Newstead, where there was an important fort, called *Trimontium* from the distinctive shape of the nearby Eildon Hills. From Lockerbie, too, a road ran west to Lochmaben (76), no doubt to serve sites known in Nithsdale though its continuation westward is not yet proved. Nithsdale was also reached farther north by another road (77) that left the main route (7) at Crawford and ran south-westward from Elvanfoot to Durisdeer and Carronbridge.

At Roberton (Lanarkshire), a few miles north of Crawford, a road (78a) led northward towards the fort at Carstairs (Corbiehall), though its northern part has not yet been traced, and this was continued to the lower Clyde district near Glas-





5. The Uncompleted Northern Network



gow by a road (78b), through Wishaw and Motherwell which has been well established at many points. Carstairs was also connected eastwards to Peebles by a road (79a) which crosses the main route (7g) near Melbourne, and passes another fort at Lyne near Peebles. Though not yet found, it is probable that this road also continued down the Tweed valley to the main fort at Newstead on Dere Street (8). West of Carstairs, at Draffan, a road (79b) has been traced for several miles westward, through Sandford, towards Loudoun Hill, where there was a fort, and its direction is such that a connection with Carstairs appears certain although not yet known. A through route would thus have been provided from Newstead fort, through Carstairs, to the west coast.

These roads complete what might be regarded as the normal network layout so far as it existed. To the north lies the line of the Antonine Wall, accompanied by its Military Way (90), from Bridgeness on the Firth of Forth to Old Kilpatrick on the Firth of Clyde, with one short branch (905) southward from Castlecary fort to a look-out post at Crowbank. Curiously enough, the Wall is not linked with the road network by any road at present known, though there must have been some connections. The road (78b) into Glasgow probably continued through the city to the Wall line, perhaps at the fort at Balmuildy.

North of the Wall there is one solitary road (9) leading north from Camelon (Falkirk), near the centre of the Wall line, to Stirling, and on by Dunblane and Ardoch fort to Strageath fort, near Muthil (south-east of Crieff), turning then to the north-east to run to the Tay north of Perth, and on by Coupar Angus to Kirriemuir where it appears to end. This road must have been designed as the backbone of a system to cover the front of the Highland zone which was never actually completed. It is the most northerly road in the Roman Empire.

## (ii) Western Route and Branches

### 7f. CARLISLE-CRAWFORD (56 miles)<sup>1, 2</sup>

The main road northward into Scotland almost certainly crossed the line of Hadrian's Wall, and roads 85 (Stanegate) and 86, close to the site of the Roman fort at Stanwix,<sup>3</sup> which was the largest of those along the Wall. The course is probably through the housing estate covering the former Knowefield Nurseries east of the present main road, where a faint hump just before the Gosling Syke is reached may mark it 100 yards from the road, but otherwise there is no trace hereabouts either on the ground or from the air.



Then, beyond the syke, a long alignment of hedgerows with at some points a large bank, and followed by a parish boundary, marks it for two miles, until at Blackford Bridge the present road joins it and continues upon the course for two miles through Westlinton and across the river Lyne. In the parish boundary stretch there are remains of the *agger* as a low broad mound with large stones along the east side of a copse north of Harker Grange, and again towards the north end of the next plantation, as also in the field south of the lane from Harker to Houghton House. North of this lane a dark cropmark seen on air photographs may mark one of the roadside ditches.

Although not proved, the present road north of Blackford seems to be the obvious continuation as far as the northward loop of the Lyne, two miles south of Longtown. Here the road must have forked, for it is clear from the Antonine Itinerary (see below) that a branch (868) connected the Roman fort of *Castra Exploratorum* ('Camp of the Scouts') at Netherby, just north of Longtown, with this road, and we shall see in a moment that the main route must have turned north-westward at this point. No trace of either road has been found east of the river Esk however.

The valley of the Esk is a formidable obstacle to traffic, and together with the extensive mosses creates a barrier that could only be crossed at a few points. It happens that a low ridge runs south-eastward from the little river Sark at Gretna towards the Esk, providing a dry route above flood level across the broad flat land between the Solway Moss on the north and the Esk valley on the south and east. The Roman engineers took advantage of this for their road, and the *agger* is traceable within the northern edge of the long narrow Millhill Wood, south of the Gretna-Longtown road, on this line, continued south-eastward by a lane to the light railway by the old munition works and other buildings which obliterate any former traces. This line would reach the Esk at a ford called the Roost, a mile to the south-west of Longtown Church, and if continued would strike the Westlinton road close to the bend of the Lyne.

At the lane from Millhill to Gretna station the Roman road makes a slight turn to the north, and its course has been traced down to the Sark by parched marks seen from the air. Here the road enters Scotland at the hamlet of Springfield, formerly called Barrowslacks, now the eastern end of the well-known village of Gretna Green. For the next 4 miles to Kirkpatrick and Newton the present straight main road appears to represent the course. If continued, this alignment would reach the next Roman fort at Birrens, near Middlebie, and part of the older modern road to Merkland, east of the present one, may represent the course, but beyond Merkland there are no traces until close to Birrens.

The fort at Birrens (*Blatobulgium*) is situated upon a small plateau of high ground just on the east side of the railway, between Birrens Lodge and Middlewhats farm.



From it north-westward the road was traced from the air for a short distance across the fields, on a line that passes just east of the farmstead at Land. If this line is continued straight on over Middlebie Hill it meets the traces found  $1\frac{1}{4}$  miles farther on beyond West Gill, but there are no remains before this point. Then traces of the cobbles of the metalling become visible, together with a faint ridge in places, and the bottoming has been exposed in field drains, all upon the same alignment.

Near Haregills the present road joins the course at an angle and follows it to the shoulder of Burnswark Hill, where there are Roman camps. Just before reaching the hill the road makes a slight turn westward in order to cross the ridge at a low point between Haregills and Burnswark, the lane now leaving it, and the ridge becomes visible. Beyond the plantation by Burnswark Cottage the Roman road makes a sharp turn more to the north, having rounded the shoulder of the hill, and proceeds straight across the fields where its course has been clearly seen from the air. In the south-west corner of the plantation, and for 40 yards beyond, the *agger* is well preserved, some 24 feet wide, and it is traceable through boggy fields for the next  $\frac{1}{2}$  mile, with large stones visible here and there in the turf.

On each side of the Gimmenbie Burn crossing the road is clear, on the south with side ditches enlarged as hollow tracks and on the north as a causeway in a slight cutting up the bank, and then it is visible as a very low faint *agger* through two fields. After crossing the track leading to Mosshead the road appears again as a slight terrace, some 22 feet wide, as it ascends the hill between Mosshead and Courstein, and the *agger* is visible in places towards the top of the hill where a circular flat-topped mound overlies the eastern half of the road and may have been a signal-station platform.

The road now descends to its crossing of the Water of Milk at Drove Ford,  $1\frac{1}{2}$  miles south-east of Lockerbie, but it is not visible until just before the ford where there is a terraceway slanting down to the river, and this probably continued similarly up the hill to the south until it met the alignment near the lane north of Courstein. Beyond the ford the lane continues to mark the course till near Catch Hall Glen.

From this point to Dryfeholm, just beyond Lockerbie, the course of the road was considered to be in some doubt, for there were two possible routes, as shown in the maps of *The Roman Occupation of South-western Scotland*, one by way of Quhytewoolen Hill to Torwood Ford and Dryfeholm, the other turning more westward at Catch Hall and going through Mid Plantation direct into and through the town of Lockerbie, near the station, to Beckton, and thence along a straight  $\frac{3}{4}$  mile of road to Dryfedale Gate. Mid Plantation has recently been cleared and replanted, disclosing very plainly a good *agger* throughout its length, exactly upon the line tentatively suggested upon the maps mentioned above, and thus the route here is now settled beyond any doubt.



This route has the further advantages that it involves a shorter crossing of the river valley at Dryfeholm Gate, where it connects better with the branch road (76) leading westward by Lochmaben towards Nithsdale which is aiming eastward at this point, and moreover it passes close to the Roman camps at Fairholm and Torwood.

Dryfeholm was important as an island of dry ground between the rivers Annan and Dryfe Water, and, having gained it, the road turned due north to follow the east side of Annandale. Faint traces of the *agger* appear here and there across the fields between Springfield and Broomhills farms, and north of the latter a grassy strip through the rushy field marks it. Then the east side of the long narrow Annanhill Plantation is edged by a large bank, mostly within the wood but diverging outside it towards the north end, which is evidently the *agger* for it is a stony ridge. A slight *agger* and a stony strip appear in the same line through fields farther on, and then the drive to Jardine Hall Mains marks it, continued beyond by a stony strip and crop mark.

The course has now nearly reached the present main road at Dinwoodiegreen which follows it for the next  $1\frac{1}{4}$  miles, but no traces can be found in the last fields before they meet. The map shows the course as curving slightly to the east before the junction, perhaps to suit the ground. At Dinwoodie Lodge the main road forks to the left, but the Roman line goes straight on by the minor road east of the Lodge, and then enters the fields between them, making straight for Watch Hill. It is not visible till just beyond the hilltop, where it makes two slight turns from west of north to east of north, and can then be traced, first as a light soil-mark and *agger* descending through a cutting to the Dalmakethar Burn, and then clearly beyond it nearly to the smithy which lies about 100 yards west of the line. The next field is featureless, but then the *agger* is very clear for  $\frac{1}{2}$  mile, changing direction eastward again at two points to keep along the little ridge. The structure of the road was examined here, disclosing a layer of heavy metalling, 15 feet wide, laid directly upon the natural surface, without any trace of side ditches. The road passed close to the east side of the Roman fort at Dalmakethar on this ridge, and just beyond it the minor road from Dinwoodie Lodge (which is wrongly marked on some maps as the Roman road throughout) rejoins it at an angle and probably represents the course onward through Newton.

The next  $1\frac{1}{2}$  miles to near Nether Murthat show no traces, probably because of natural changes in the valley floor which the road had to cross somewhere hereabouts, and it only reappears as a stony ridge, contrasting with the peaty soil, in the fields just west of the railway opposite Nether Murthat, on a line just west of north that soon crosses the railway and is marked by field boundaries past Mid Murthat. There is then no trace till Milton is reached, and the lane between the farm buildings follows the course for a few yards. Just north of this the Roman



forts, known in the earlier literature by the name of Tassiesholm,<sup>4</sup> stand on and beside the line, and remains of the *agger* become plain beyond them, with traces of the metalling until near the Evan Water. The same alignment was followed up to and across the river, beyond which hedgerows mark it at first, and then east of Lochhouse Tower a stony ridge runs up to the Moffat road and the plain traces on the golf course begin.

From the golf course onwards to Crawford the road traverses wild moorland where its remains are on the whole well preserved although some parts of it are not too easily seen. The course was planned on two alignments as far as Black Fell, near the Devil's Beef Tub north of Moffat, and afterwards along a curving route following the hillsides until the upper Clyde valley was reached.

North of the Moffat railway the road is visible as a stony ridge as it ascends Coats Hill, where a quarry intersects it, and then the *agger* is very plain right across the golf course to Chapel Plantation, with side ditches and about 21 feet wide and 1 foot high. The road descends through a cutting in the plantation and is then followed by a lane for a short distance, after which the *agger* is again visible faintly until it crosses another plantation where it is very plain for 70 yards, 24 feet wide and with a camber 2 feet high.

The road continues very clearly visible over rough pasture except at some boggy points, following a natural terrace a little east of the ridge-top, and is about 21 feet wide. Quarry-pits appear beside the road for some distance. Here the second alignment begins, 18° more to the east, aiming for Ericstane Hill near the Beef Tub. The *agger* is lost in some boggy places but is generally traceable, becoming clearer as it descends towards Holehouse Linn. The road has disappeared at the crossing, which was probably made on a bridge, the place being very suitable for this, for where it reappears to the north it is high above the stream. The *agger* is very clear for 100 yards and the structure of the road was examined here, showing a layer of small sandstone blocks packed together and 18 feet wide. Quarry-pits continue to be seen, and small cuttings had been made to ease the course of the road through uneven ground. On the next hill, Gilbert's Rig, a slight turn more to the east occurs, and the road continues to be generally traceable, though less clearly owing to wet ground, until the present road is crossed near Auldhousehill Bridge. The stream here was approached by cuttings 55 yards below the present bridge and these are still visible, as also at the next stream a few yards beyond. The road then ascends to and recrosses the present road, and here begins its curving route north-westward to the Clyde.

Considerable care is necessary in identifying the Roman road beyond this point, for it is generally accompanied by a derelict modern road which often simulates its appearance but is distinguishable by the greater sharpness of its edges, with a distinct scarp, whilst the quarries beside it are of the larger modern type, quite



different from the small round quarry-pits of the Roman road. The road usually appears as a grassy terrace, generally well preserved except at the crossings of streams where erosion has removed it. Just before passing round the southern slopes of Errickstane Hill the road passes the north side of a Roman fortlet.

After rounding the southern slopes of Nap Hill, where quarry-pits are seen along its upper side, the road straightens and appears as an obvious terraceway running parallel to the railway towards the farmstead of Little Clyde, where the outlines of a large Roman camp are visible near the headwaters of the famous river. For the next mile the exact course is uncertain, though the farm road may in part represent it. The derelict grassy road seen to the east of the present main road north of the farm road entrance is also modern, but after this crosses Nether Moss Cleuch the Roman *agger* is visible for a short distance alongside it before being again overlaid by the later road, rejoining the present main road at Bodsberry End and having Roman-type quarry-pits beside it.

The present road then marks the course along the narrow valley as far as New Bridge, where the Clyde is now crossed below Elvanfoot. Then a terraced lane marks the Roman line onward in good preservation almost up to Crawford Castle, the successor to the Roman fort that stood just behind it. The road runs in short straight lengths to fit conveniently along the lower slopes of the very steep hillsides above the Clyde, coming at one point so near the river that a length of 120 yards has been destroyed by erosion. Near the crossing of the Glespin Burn the road has a well-marked *agger* some 20 feet wide and at one point  $2\frac{1}{2}$  feet high, and it is well preserved for the rest of the way to the Midlock Water. This enters the Clyde very near the Camps Water and close to Crawford Castle. The Roman road went straight across both streams, for its *agger* is visible in the paddock west of Midlock farm, which stands on the tongue of high ground between them, but it has disappeared in the valley flats and cannot be seen approaching the fort, which it must have passed on the east side near the Camps Water.

For the last 3 miles from Elvanfoot it has been accompanied by another Roman road (77) along the opposite bank of the Clyde, coming from Nithsdale, and no doubt there was a connection between them across the river near Crawford.

The Antonine Iter II follows the first part of this road, from Carlisle as far as *Blatobulgium* (Birrens), the only Iter to enter Scotland. The intermediate station, *Castra Exploratorum*, Netherby, is included, and the mileage appears to make allowance for this detour up the assumed branch road 868 near Longtown, the distances XII and XII then agreeing well with the actual  $25\frac{1}{4}$  miles.

For the continuation of this road to Hillend, near Edinburgh, see 78, p. 196.



## REFERENCES

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 1
2. J. Robertson, *Dumfries & Gall. Nat. Hist. & Ant. S. Trans. (N.S.)*, 24, 10
3. R. Hogg, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 52, 153
4. J. Clarke, *Dumfries & Gall. Nat. Hist. & Ant. S. Trans. (N.S.)*, 26, 133

868. LONGTOWN (WESTLINTON)-NETHERBY (3½ miles)<sup>1, 2</sup>

Although no trace of this short spur road has actually been found, it is clear from the reference in the Antonine Itinerary that such a link with the northern main road (7f) must have existed. The camp at Netherby, *Castra Exploratorum*, is there mentioned in Iter II between *Blatobulgium* (Birrens), and *Lugwallium* (Carlisle). It is likely that the main alignment of 7f from the south through Westlinton was continued right on to the camp, situated in the grounds of Netherby.

The discovery of the important north-eastward road (89) at Raeburnfoot in Eskdale, a valley which runs south to near Netherby, raises the possibility that a branch road may have followed Eskdale northward from this camp to connect with it, but such a route has yet to be traced.

## REFERENCES

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 3
2. E. Birley, *Cumb. & Westmor. Ant. A.S. Trans. (N.S.)*, 53, 6

89. LOCKERBIE-RAEBURNFOOT-NEWSTEAD (43 miles)<sup>1, 4</sup>

Although known for some time as the line of an old track, it was only in 1945 that the Roman character of this road and the remarkable features of its construction were recognized and its strategic importance appreciated, thanks to the work of Prof. I. A. Richmond.<sup>1</sup> His account of the central and most striking portion of the road is very detailed and full use of it has been made here, as is most gratefully acknowledged.

Raeburnfoot is the lonely site of a Roman fort in upper Eskdale, 11 miles north-west of Langholm, hidden away in the wild hill country east of Annandale, apparently far from any route or other Roman site. The fort stands on a bluff at the confluence of the White Esk and the Rae Burn, which here follows a course from



north-east to south-west that is continued north-eastward into Roxburghshire by the upper part of the course of the Borthwick Water, the two streams rising near Craik Cross on the Dumfries-Roxburgh county boundary. Thus the lie of the country is here favourable to the construction of a road on a north-east-south-west course, and it is clear that the Roman engineers after a skilled reconnaissance seized the rare opportunity to establish such a route, in order to link Carlisle and their western road system direct to the important eastern fortress and base at Newstead, near Melrose.

The south-western section of the road, into Lockerbie, where it would join the trunk road (7f), has not yet been definitely ascertained, but it probably followed the valley of the Dryfe Water much as the present road does (running in straight lengths), and then continued north-eastward through Boreland and Sandyford to Holm and Raeburnfoot on the White Esk.

The first definite traces of Roman work so far found appear as a cutting, 15 feet wide, to ease the passage through the watershed, just east of the ruined house Watcarrick Dinnings, to the south-west of Holm. Farther on, a cutting 5 feet deep and 30 feet wide appears, aligned upon the fort at Raeburnfoot, followed by a fine terraceway up to 27 feet wide, though the road has been partly washed out.

The Esk and the fort are then reached, after which for the first two miles up the Rae Burn no certain traces of the old road have survived, for it probably followed the valley floor and has been washed away. Then, opposite the footbridge leading to Mid Raeburn Farm, there are remains of a strongly metalled road running along the haugh north of the burn but destroyed by erosion at the junction of Cleggy Sike with the burn. Beyond two cottages the road is clear as a cambered *agger*, 2 feet high and 20 feet wide, running straight along the haugh to a cutting which carries it up on to the spur between the sike and the burn. Then follows a broad terraceway, 18 feet wide, very visible for the next 1,000 yards along the hillside with some bold embanking. More terracing continues for a considerable distance up to and beyond Far Paddock Cleugh, some of it 27 feet wide. The road is metalled with the natural shale rock which breaks up into small cubes, very like road stone but in fact by natural cleavage, and so by removing the surface soil the engineers could readily form a metalled roadway by this means without resorting to their usual method of quarrying from pits beside the road, especially as they had frequently to cut terraces and cuttings to form a suitable course and at the same time to provide this convenient material (Pl. XVb).

From Far Paddock Cleugh the road climbs steadily along the north-west shoulder of Humphrey Law as a terrace, but beyond the summit it encountered a bed of peat up to 4-5 feet thick. Here the engineers formed a broad cutting by removing the peat and top soil completely for a width of 30 feet and then cutting drainage ditches on each side in the shale below, thus forming a nearly flat causeway some



20 feet wide based on the living rock. This method was frequently employed farther on, but the silting-up of the cuttings and the damage caused by the later tracks following the route have obscured their original form.

The low ground between Green Cleuch and Queen's Mire Sike was crossed by a bold embankment over 100 yards long, but now much cut up by drains and tracks, then the road climbs the south-east shoulder of Lamblair Knowe by a cutting and terrace. Terraces and cuttings continue to alternate as the road climbs to the summit of Craik Cross Hill. Here the actual summit lies 22 yards north of the road and is occupied by a small earthwork consisting of a mound, 42 by 43 feet, within a circular ditch, almost certainly a Roman signal station.<sup>5</sup> The road seems to have passed over the crest in a shallow cutting now cut up by later tracks, and it then enters a cutting for 400 yards, followed by an embankment for 100 yards, laid in two straight lengths to take it across the neck of land between Corse Grain and the head of Borthwick Water. Then it curves up on to the south-west side of the next hill by a cutting and terrace. Cuttings and terraces continue, much cut up and altered by later tracks, until on the south-east shoulder of Craik Moor, high above Craighope and the Borthwick Water, the road is joined by a modern track from Craighope which thenceforward obscures any ancient features in the road except its general course, and the cultivated land is then soon reached.

In this central part of the route 6½ miles can still be observed in something like the original form of the road, and we cannot do better than to quote Prof. Richmond's conclusions from them (p. 114):

The first point which clearly emerges from a scrutiny of the remains is the high antiquity of the original engineered road. It is severely damaged at numerous points throughout the course by long desuetude and erosion. . . . Such a history of wear and tear on a rock surface clearly places the road well back beyond the age of modern engineered roads of any kind. . . .

The second point which emerges is the notable quality of the engineering of the original road. The impressive fact is not so much that a great roadway 20 feet wide has been driven for over six miles across wild moors and peat hags: it is that no roadway could have been here constructed at all without a penetrating appreciation of the local terrain, which imposes such formidable and peculiar conditions upon choice of materials and route. No construction could take place until the possibilities of the shale rock had been thoroughly explored, and this entailed the mastery of the peat by vast cuttings, totalling almost two miles in length. The cutting and embanking is comparable with work upon a railway line, and from this a third point follows. The scale of the work is so vast that it would require labour beyond the resources of a local undertaking in any age.

Hence a Roman origin for this road is quite certain. The road throughout this length from Raeburnfoot maintains an almost straight course upon a single north-easterly alignment, but it is in fact made up of a series of very short lengths adapted to the ground.

Such an engineering work was certainly designed as a through route, and, as the direction points towards the Eildon Hills at Newstead, we may safely conclude that this was its destination. The route has not yet been established in detail beyond the moors, but it is clear that the road must have followed a course along the



northern side of the Borthwick Water to Roberton. After this a suitable course has been very strongly suggested by R. P. Hardie<sup>4</sup> as a ridgeway route, first by a road from Roberton to Borthwickshiels, and then by tracks and lanes, followed for 4 miles by county boundaries, by Esdale Law, the north side of Brinkstone Hill, Groundstone Height, Black Craig, Harelaw, Roperlaw, and Belses, which would bring the road to a junction with Dere Street (8f) somewhere near Ancrum Moor, about 5 miles from Newstead.

## REFERENCES

1. I. A. Richmond, *Soc. Ants. Scot. Proc.*, 80, 103
2. A. Graham, *Soc. Ants. Scot. Proc.*, 82, 231
3. *J.R.S.* (summary), 36, 133
4. R. P. Hardie, *The Roads of Mediaeval Lauderdale* (Oliver & Boyd, 1942), 46
5. J. K. St Joseph, *Dumfries & Gall. Nat. Hist. & Ant. S. Trans.* (N.S.3), 24, 151

76. LOCKERBIE (DRYFESDALE)—LOCHMABEN (BROOMRIG), FOR  
NITHSDALE ( $3\frac{1}{2}$  miles)<sup>1</sup>

The older writers make reference to Roman roads that connected with the sites in Nithsdale, but few traces of them have yet been found. There is, however, no doubt about the first portion of this road running westward from Lockerbie, for its remains have been traced on the ground and also seen clearly from the air as a parched strip.

Its remains are most definite between Marjoriebanks and Lochbank, running due east and west  $\frac{1}{4}$  mile to the north of Lochmaben on a course pointing eastward to Broomhill and Dryfeholm, between which it no doubt crossed the Annan to make its junction with the main northern road (7f) near the point at Dryfeholm where this road changes direction from north-west to north.

The farm road from the bank of the Annan to Broomhill farm runs on a wide causeway which may show that it was earlier of more importance, for now it merely leads to a ford between the farms. Then the track to Marjoriebanks has to cross a gully, Broomhill Slack, and after this the plain traces begin. A low *agger* about 20 feet wide and 6 inches high runs straight across the fields to the railway at Lochbank Cottage, close to the round hill fort of Woody Castle, and the road then makes a reversed curve across the railway, reappearing faintly in the field just along the south side of the lane to Lochhead, and then resuming its course due west across the fields towards Broomrig farm as a stony *agger*, sometimes showing very plainly as a crop mark, continued by a hedgeline north of the farm. The curves in the road at Lochbank were made in order to carry it conveniently between Mill Loch and Upper Loch. Just north of the railway crossing the road was examined by excava-



tion and found to consist of a layer of 5-inch cobbles, capped with smaller cobbles and gravel for a width of 15 feet. A sandstone block at the south edge may indicate a kerb there. The road seems to have been laid directly upon the old surface, for traces of a turf line could be distinguished between the road stone and the gravel subsoil.

No traces of the road have been found as yet farther to the west.

#### REFERENCE

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 44

#### 77. WELL PATH. CRAWFORD-DURISDEER-DALSWINTON (25½ miles)<sup>1</sup>

This road was intended to give direct connection from the northern main road (7) and the fort at Crawford, south-westward into Nithsdale, thus providing a link between the numerous sites recently discovered in south-west Scotland and the Forth-Clyde lowlands.

The road is first traceable on the west bank of the Clyde, 1 mile south of the village of Crawford, as an *agger* accompanied by quarry-pits, running through the fields between the railway and the present main road, some 25 yards from the latter. It makes a characteristic sharp change of direction of 25° upon a high point, and continues as a visible *agger*, 18 feet wide, through rough pasture to Collins Burn, and then as a terrace till it merges with the present road, crossing this very gradually into Shepherd's Wood where the terrace continues. After a short interval the road reappears between the river and Elvanfoot station at Babbing Well as an *agger*, then crosses the railway and appears again as a low causeway in the fields between the river and the road, opposite the church. It soon crosses this road on to the slopes of Wood Brae and Knock Fessock, where it runs as a visible terrace or *agger*, accompanied at some places by quarry-pits. It must not be confused with an old modern road just above the present one; the Roman road climbs higher, and lies some 300-400 yards beyond as it rounds Knock Fessock. The *agger* is frequently seen in good condition, but is sometimes accompanied by later hollow ways.

From Glenochar Burn the present road follows the alignments for the most part over the next 2½ miles, though short lengths of the Roman road can be seen quite clearly in the bends at some points, particularly on the west after crossing Peden Burn, and some quarry-pits can be seen. There are also remains of the *agger* ½ mile farther on, between Little Peden Burn and Nether Fingland.

At Upper Fingland the straight course of the Roman road lies to the east, nearly



half-way between the farm and the present road, and it can be distinctly traced for most of the way as a terrace or *agger*, very plain near Treloss Cottage below the farm, some 18 feet wide. The *agger* is clear for a short distance south of Reeshaw Burn, but then becomes indistinct in rough marshy ground. A turn of  $35^{\circ}$  was made near here, and the road makes straight across the present road and the Cleuch Burn, as a clearly visible dry causeway over marshy ground, making for the pass leading to Durisdeer by the track now called the Well Path. The *agger* continues to be well preserved in places, near or under the present track, as far as Allan Cleuch, but is then much worn down by later tracks in the narrow parts of the pass.

Beyond the summit there are further traces of the *agger*, much damaged, and a small zig-zag below Wee Well Craigs is probably the original course. Then, after crossing the Glenhourie Burn, the road becomes plain as a straight well-cambered *agger* for 400 yards, after which it is traceable but damaged by later tracks. It soon passes the Roman fortlet which stands prominently in the southern mouth of the pass. Beyond this, fields begin and the road is very clear through them as a grassy *agger* 18 feet wide, aligning with the straight road through Durisdeer village, and on towards Carronbridge in Nithsdale. This road is doubtless the continuation although no Roman work has been proved upon it beyond Durisdeer. The present road down Nithsdale, through Thornhill, Closeburn, and Auldgirith, which runs in mainly straight lengths, may well mark it onward to the fort at Dalswinton.

#### REFERENCE

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 49

#### 7g. CRAWFORD-BIGGAR-HILLEND (FOR INVERESK?) (36 miles)<sup>1</sup>

At Crawford the road evidently passed the east side of the fort, for it appears again on the west bank of the Camp Water, nearly  $\frac{1}{4}$  mile upstream, as a stony hump cut off by the stream at its sharp bend just below a weir. It is visible as a low broad *agger* on to Campside Wood where it makes the first of three zig-zag bends on the ascent to Raggengill Hill. It is generally visible as a causeway or terrace and there are some quarry-pits beside it. Higher up, as it goes through Raggengill Pass and down towards Abington, it is mostly overlaid by a derelict modern road, but the *agger* is visible near the summit as a heather-grown mound. This curious and hilly route was apparently preferred to the narrow defile of the Clyde valley between Crawford and Abington.

Upon reaching the valley again just beyond Southwood, the road resumes its



normal course along the bottom of the steep hill-slopes. It appears as a causeway across the old golf-course, and is then followed rather closely by a lane or track, beside which it can be seen in places. Past Littlegill there is no trace for  $\frac{1}{2}$  mile, but then a good length of *agger*, 18 feet wide, is visible across two fields until close to the Edinburgh main road, where this has just crossed the river at Clyde's Bridge and also the railway, and now takes up the line for some miles through the narrow valley, past Robertson on the opposite bank. Here an important branch road (78a) took off northward to the fort at Carstairs and the Scottish Wall, no doubt crossing the river by a bridge.

The Edinburgh main road probably follows the old course nearly all the way to Biggar and beyond. At Lamington it is evident that a modern diversion has been made from it, to go through the present village and away from Lamington House whose drives represent the original line. Near Biggar the name Causewayend may be significant.

The road continues very straight, as far as the ground allows, for three miles beyond Biggar, following in the latter part the valley of the Candy Burn. At the hamlet of Candyburn the present road bears off to avoid a hill, but the old course is still used by a farm road past Brownsbank, where the wide bank alongside the plantation may be part of the *agger*. Beyond the top of the hill the *agger* becomes traceable in the field on the east side of the present lane, faintly at first but plainly in the plantation east of Paulyard and then very clearly across the moorland beyond nearly to the crossroads at Melbourne (Pl. XIIIa), as an *agger* 15-18 feet wide, becoming worn down to a terrace as it nears the crossroads. Here an important east-west road (79a) from Peebles to Carstairs crosses the line, probably to give direct access from the large fort at Newstead to the Clyde.

Clear remains of the *agger* appear just east of the present road beyond the crossing, in places not disturbed by cultivation, as far as Townhead, and then the present road follows the course through Dolphinton. Beyond the village the same alignment was probably continued, to pass on the east side of the small knoll called Kippit Hill, now passed on the west by the main road, for this would connect with the continued line beyond Dolphinton station (now closed) which is well established for a long distance.

This length was first noticed from the air as a parched strip across the fields. On the ground there are faint traces in the field north of the station, and then a terrace along the east side of Sandy Hill and an embankment 65 yards long across a low wet place mark the line, and the *agger*, 18 feet wide, becomes very plain again in rough pasture just before the old main road from Loanend past Ingraston, now a lane, comes close to it on the west. This old road then follows the line closely all the way to Carlups, and it is this alignment continued back to Dolphinton station which gives the true line of the Roman road.



Traces of the Roman road appear at intervals on the east, or lower, side of the old modern road, the *agger* being 18 feet wide where best preserved. The farm of Hardgatehead stands between the two roads. Beyond the crossing of the West Water the two seem generally to coincide and no other traces are visible. The crossing of the Lyne Water would have involved some deviation, and cuttings about 100 yards below the present bridge may mark the old road.

A slight turn to the north was made here, for the lane beyond the crossing evidently runs along the north side of the *agger* for the next  $\frac{1}{2}$  mile to the entrance to the farm Stonypath. Here the lane bears to the right, but the Roman road went straight on, and the *agger*, about 18 feet wide, becomes clearly visible though low, and the terrace farther on is accompanied by quarry-pits. At Fairsacks the road is carried across a gully upon an embankment. Then it makes a turn of  $15^{\circ}$  more to the east and begins to descend towards Carlops. The *agger* continues very clear until it enters the enclosures at Waterloo and is disturbed by sand diggings and rubbish. Then it reappears as a fine causeway and terrace until close to the main road at Carlops.

The straight main road towards Edinburgh is modern, but an older course of it lies above on the north-west, still in part used as a lane, and from remains to be found farther on it is clear that this represents the line of the Roman road as far as Nine Mile Burn (Pl. XIIIb). Then field boundaries and traces of the *agger* can be seen continuing the line through the fields above the present road past Walstone, where the *agger*, 18 feet wide, becomes very clear nearly to Eight Mile Burn and has the distinctive quarry-pits beside it. This seems to be the last point at which definite Roman characteristics can be seen on this road, but traces of a terrace continue the course to Silverburn, falling in there with the main road, which must surely then represent it for the next 6 miles to Hillend at the tip of the Pentland range whose southern flank we have been following.

The general direction has been pointing towards the Roman site at Inveresk, now only  $6\frac{1}{2}$  miles ahead, on the shores of the Firth of Forth, and it cannot be doubted that this was the destination of the road. On its way, perhaps near Liberton, it would meet and cross Dere Street (8g), which on its final approach to Dalkeith appears to be making for the other Roman port at Cramond, on the Forth shore north-west of Edinburgh.

#### REFERENCE

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 31



78a. ROBERTON-CARSTAIRS (CASTLEDYKES) (10½ miles)<sup>1</sup>

The northern main road through Crawford (7g) continues, as we have seen, upon a north-easterly course through Biggar towards the Roman sites near Edinburgh. The need for a direct connection towards the Firth of Clyde is obvious, and it is only very recently that the course of such a road has been found. It had been looked for in the neighbourhood of the main railway route to Carstairs without result, and the reason is now plain, for it proves to have taken a more direct, if hillier, route over the western part of the Tinto Hills.

The Clyde must have been crossed at Robertson, no doubt by a bridge, and the road then passed close to the Roman fort at Castle Dykes there, before climbing by a terrace along the steep southern tip of Dungavel Hill. The terrace, 12-15 feet wide, is visible along the slope below the fort, which stands on a knoll, and then up the shoulder of the Hill beyond. Its course appears to continue along a track or shelf rather above and east of Muirhead Farm, but beyond this the present road past Limefield follows the course nearly to that farm. Before reaching it the Roman road appears clearly for 150 yards along the west side, as a cambered *agger* 15 feet wide with side ditches, important evidence to the character of the road.

Beyond Limefield the track of the old road is again visible for some distance down the slope, some 100 yards west of it, near a stream, gradually diverging west of the present road on an alignment pointing to Sornfalla farm whose approach road marks the line. Beyond the farm the continuation of the alignment has been seen as a light strip in the crops, leading straight up a curious natural wide hollow to the southern entrance to Howgate Mouth, a narrow pass giving access through the steep little range of the Tinto Hills. The present road runs through this at the lowest level, but above it on the west side can be seen a terrace, 16-20 feet wide, which appears to be the earlier course, for it is cut across by old hollow ways.

North of the pass this terrace can be seen continuing north-north-east so as to pass south of Howgate Farm, making use of a ridge of boulder clay to ease the slope. This leads the road nearly to the confluence of the Lochlyock Burn with the Carmichael Burn, where extensive evidence of stone paving, perhaps of a ford, was found, formed of flat stones measuring some 8 by 6 by 3 inches. Beyond this point along the eastern slope of the Carmichael valley a straight line of track can be seen, at about the 800-foot contour, as far as Burn Bridge, and scattered stones appear along its course though it has no distinctive form. Taken with the earlier evidence, however, it seems likely that this is the continuation of the road.

No further traces have yet been proved until close to the Roman fort, where the road was found issuing from the south gate and was traced for some yards beyond.



It seems probable that it would then cross the Clyde and continue southward along the western slopes of Cairngryfe Hill and Carmichael Hill to reach Westgate and Burn Bridge where the traces above-mentioned begin.

#### REFERENCE

1. C. A. Raleigh Radford and others, *Dumfries & Gall. Nat. Hist. & Ant. S. Trans. (N.S.)*, 31, 30

#### 78b. CARSTAIRS-GLASGOW (TOLLCROSS) (23½ miles)<sup>1</sup>

The Roman fort at Castledykes stands in the grounds of Corbiehall, west of Carstairs. From its west gate the road has been traced westward upon an alignment towards Cleghorn, which lies within the woodland strip beside the entrance drive to Corbiehall, and then crosses this diagonally and next the main road almost opposite the entrance to Westbank farm. Traces of the *agger* follow the north side of the farm road, and the alignment is then marked by field boundaries up to and across the Carstairs-Lanark road, passing along the south-west edge of Silvermuir Wood, a course which cleverly avoids the small hills along the ridge there.

From remains found a little farther on it seems that the road turned northward after passing this ridge, crossing the river Mouse and the railway by Cleghorn station, and then following a north-westerly line up the next slope through Old Windsor farm, where it is marked by a lane and field boundaries with a terraced road just beyond the station, making for the high ground at Hill of Kilcadzow.

Beyond Old Windsor the *agger* crosses a field into Highgate Wood, 50 yards from the present road, and is traceable as a stony belt in the wood, as also in the ploughland which it crosses between this and Collielaw Wood, making for Collielaw farm which stands upon it. The construction of the road was examined in this wood, and it was found to consist of a sound bottoming of stones carefully laid, with heavy kerbstones on each side, surfaced with light gravel and well cambered. There were ditches on each side about 3 feet wide, and the width between the edges was 19 feet.

Beyond the farm the *agger* is just traceable, gradually converging with the present road at a cottage and then crossing it to Hole farm, whose barn is built upon it. Here it crosses the Edinburgh-Kilcadzow road, and then makes a turn westward to ascend the ridge to Hill of Kilcadzow farm. The road appears clearly in the field at the turn, and its traces then follow the south side of a long line of field walls up to the farm and also beyond it, until it descends again to the present road at an old quarry.

The course is then generally followed by the present road past Callagreen,



Coldstream, and Yieldshields, though at some points in the bends traces of the foundations have been seen in the roadside banks, and just before Yieldshields the Roman road is deserted for some 500 yards and the *agger* can be seen continuing straight on across a long narrow field on the left towards Yieldshields school, where the north-east bank of the playground marks it. Beyond this there are traces along the south side of the road as far as Moss-side Burn, beyond which it appears clearly as a terrace round the south side of a hillock in Hillhead Wood. It again follows the south side of the present road to Hillhead, and then it is a green lane to Belstane. Its remains are clearly visible in the lane near Dyke, also faintly in the field south-east of the crossroads at Belstane farm.

We now enter a district that is covered by a sprawl of industrial dumps and works of all kinds, and only intermittent chances exist for seeing traces of the road. Near Castlehill Farm the old road was earlier traced during the digging of field drains, so that its existence is certainly known although no trace appears in the fields now. It seems to have approached and crossed the Garrion Burn near Wildman Bridge, passing to the north of Gillhead farm and then joining the course of the present road past Garrionburn Cottage and through Gillhead village to Wishaw.

At Waterloo, near Gillhead, the present main road comes on to the line and follows it right through Wishaw, but at the farther end of the town it bears away to the south-west and the course of the Roman road went straight on along a side street into the grounds of Wishaw House where an avenue, now destroyed but traceable, followed it. The structure of the road was examined here, and it was found to have a heavy bottoming of large cobbles 13 feet wide, carefully laid, with kerbstones, and with ditches on each side.

Beyond the grounds more industrial work obscures the course, but the road was formerly seen for a short distance across fields to the north of Overjohnstone, at the fork of Carfin Road and Overjohnstone Road, Craigneuk, running nearly due east and west.

In Motherwell the line is, however, quite well marked by Dalziel Street and Roman Road, right through the town to Parkneuk School, where the south side of the playground marks it. Railways and works then intervene and the exact course is uncertain for the next mile on the approach to the Roman fort by the South Calder Water at Bothwellhaugh. The road emerged from the railways near Motherwell Colliery level-crossing, but may then have continued by the course of either the road called Watling Street, or Logan Road a little to the south of this, which is perhaps the more likely of the two. The ground is now extensively built over.

For the next mile past Bellshill there is no chance to trace anything, and it is only at Bothwell Cemetery beyond Bellshill that evidence can again be found. The road has been traced by buried remains of the metalling in the garden of the lodge-



keeper's house, and then, after crossing the New Edinburgh Road, the course is marked by a line of tall beech trees and a hedgerow to the north of Fallside House. The road structure was examined in Fallside, just west of the manse, and it was found to be a very uneven surface of cobbles, 15 feet wide, at a depth of 15 inches, and without kerbs.

The course of the road goes straight on through Fallside, gradually converging with Old Edinburgh Road. It used to be visible here at some points but much development is now taking place. At Birkenshaw Farm the course comes close to the main road and could be seen in places along its south side as far as the corner at Calderbraes. The track of the old road can be seen crossing the golf course just north of the main road, leading down to a crossing of the North Calder Water by the east pier of the railway viaduct where it crossed the stream obliquely. This is the last point at which its course has been observed, but it seems to be making for Tollcross.

It is evident that the road would have been carried on to one of the forts on the Antonine Wall with its associated road (90), and the most likely one seems to be Balmuildy, which would probably be approached through Possilpark and Lambhill, but no traces of the road have yet been found.

#### REFERENCE

1. J. M. Davidson, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 66

#### 79a. PEEBLES-CARSTAIRS (21 miles)<sup>1, 2, 3</sup>

Considerable traces of a Roman road linking the Roman forts at Lyne, west of Peebles, and Castledykes, near Carstairs, have been found, and it can scarcely be doubted that such an east-west route was intended not only for these central sites but also to extend eastward down the valley of the river Tweed to the very important fort at Newstead, while its extension westward to Loudoun Hill fort (79b) suggests that it probably reached the west coast near Irvine. Both of these terminal sections of the route still await discovery, however.

From Peebles the first traces of the road that have so far been noted appear a mile to the west of the town, outside the north-west angle of Jedderfield Plantation, as a bold *agger* pointing north-east towards Eddleston Water. The road runs westward round the double-headed valley of Edston Water as a rough track, and traces of the solid kerbed foundation of carefully laid stones appear at the stream. After rounding the valley it heads south-west to the north-east corner of the plan-



tation on Edston Hill as a bold *agger* at least 20 feet wide, with drainage ditch and a row of quarry-pits.

From this point to near Lyne fort its course is uncertain, but remains of a road were found to the north of Lyne church,<sup>4</sup> and again leading out of the east gate of the fort during the excavations there. The fort is well sited, upon the plateau just to the west of the church where its banks are plainly visible. It was noted that the road here was not paved but made up of hard compacted gravel. The intention was apparently to follow the course of the Lyne Water, but below Lyne, where this joins the river Tweed, the valley was too narrow for convenient passage to Peebles and beyond, hence the deviation at Edston to avoid it, perhaps rejoining the main valley in Peebles.

West of Lyne fort the present main road probably follows the course until the 7th milestone, opposite Drochil, for here a terraceway appears on the hillside above and south of the main road, some 150 yards from it, and is traceable through the fields for  $\frac{3}{4}$  mile. The presence of old roads in the grounds of Castlecraig shows that the earlier route went westward through them almost direct instead of north-west to Blyth Bridge as now. Beyond them at Kirkurde School, a straight road runs on westwards for some miles and evidently follows the alignment except at a few points. At Corsincan Wood, on the Peebles-Lanark county boundary, the present road makes a reversed curve, and a low *agger*, 15-18 feet wide, is very clearly visible in the wood, continuing the direct line across the bends. Again, just before reaching the crossroads at Melbourne, the present road turns a little southward, and the *agger* appears in the plantation and field north of it, going straight on towards Lochhead, which is just north-east of the present crossroads. Here it crossed the main northern road, 7g.

The present road then marks the course westward to Howburn, where it bears away south-westward to Elsrickle, but a straight line of tracks continues along the alignment past Walston school to Harecairns, generally as a terraceway but showing a well-preserved *agger*, 21 feet wide and 1-2 feet high, cutting across a loop in the present road just east of Harecairns.

The road continued westward, descending to the Gill Burn through cuttings which are still visible, and then rejoining the Elsrickle-Newbigging road at a bend. This road then follows the course for the next mile, and, where it turns off to Newbigging station, there is another cutting, with large *agger* approaching it, that indicates its westward continuation, but nothing further has been found between this point and Carstairs,  $4\frac{1}{2}$  miles on. It seems possible, however, that the lane running by Spittal may mark it, and indeed there appear to be traces beside the lane at some points which might be worth investigating. The course runs suitably above the Medwin Water.



## REFERENCES

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 57
2. I. A. Richmond and A. Graham, *Soc. Ants. Scot. Proc.*, 79, 170
3. I. A. Richmond and A. Graham, *J.R.S.*, 35, 79
4. J. Anderson, *Soc. Ants. Scot. Proc.*, 35, 182

79b. (CARSTAIRS?)—DRAFFAN—LOUDOUN HILL  
(11 miles from DRAFFAN)<sup>1</sup>

The first certain traces of the westward section of this road appear at Gill Farm, Draffan, 9 miles to the west of Carstairs. No trace has yet been found in the Lanark district between, but the course to the westward is so clear and definite that it cannot be doubted that the road existed for it must have had some such connection, and its remains may still await discovery.

At Gill the first traces appear as a cutting 24 feet wide, leading down to the stream on the south of Canderbank Cottage, between the crossroads on the Lesmahagow-Larkhall road and the railway. It is destroyed by diggings west of the stream, but the line passes through Gill Farm beyond the railway, and then appears as a terrace along the south side of a meadow, and as a ploughed-down *agger*, across several fields to the south of Tanhill. Then plantation and field boundaries mark the straight alignment for the next two miles, with the *agger*, 18–21 feet wide, appearing at some points, and also large stones showing under tree-roots and in ditches. It is much overgrown in Loch Wood and the rough ground beyond, but becomes plain along the north side of a field near Dykehead after crossing a brook.

After crossing the lane to Dykehead the *agger* is very plain, 21 feet wide, across heath land, and a slight turn to the north is made on the highest point. A waste strip marks the course beside the next field, though there is no ridge, and it appears to have been quite removed by cultivation in the fields past Chapel Farm, for it was formerly noted as a visible ridge there. The north side of a triangular plantation then marks the line, and the road in passing through an arm of this wood shows itself as a low grassy *agger* with a ditch on the south, and its foundation stones are visible at the edge of the wood.

Just beyond, at Boag, the road from Blackwood to Sandford comes on to the line at a sharp turn and follows it to the valley of the Kype Water. Here the present road deviates into Sandford, returning to the alignment at Craigmuir beyond the river. The Roman road must have gone straight across, though it has not been traced in the fields, and then it remains in use for 2 miles from Craigmuir to



Cauldcotes, often raised 1-2 feet, following a convenient and fairly level ridge  $\frac{1}{2}$  mile south of the river Avon.

No certain traces of the road have been found beyond Cauldcotes, where the present road turns away northward, but some pits here may mark its course onward towards the farm, as roadside quarry-pits, and it probably continued straight on by West Linbank, though destroyed by cultivation. The Roman fort at Loudoun Hill is 4 miles farther on, and the road was obviously leading there.

#### REFERENCE

1. J. K. St Joseph, *The Roman Occupation of S.W. Scotland* (ed. by S. N. Miller) (Maclehose, 1952), 60

### (iii) Eastern Route and Branches

#### 8e. DERE STREET. CORBRIDGE-HIGH ROCHESTER ( $23\frac{1}{2}$ miles)<sup>1, 2, 3</sup>

Dere Street leads out of the fort at Corbridge (*Corstopitum*) somewhat farther to the east than its entrance from the Tyne bridge, so that a short traverse along the main street from west to east was necessary. The road is visible at once as a wide low *agger* running up to the west side of the Corbridge school, and then, through the fields beyond, it is very plain indeed, becoming a fine high bank, 27 feet wide and 2-3 feet high, as it approaches the present Corbridge-Portgate road with which it then merges. The road onward up Stagshaw Bank approximately marks it, though it seems to cross gradually to the east side of this. It is to be noted that a fresh alignment more to north-west is begun on high ground just before Portgate and the Wall crossing is reached, evidence no doubt that the layout of this road preceded that of the Wall. The new alignment is followed for  $1\frac{1}{2}$  miles to Bewclay, another high point with an even more commanding view to the north. Here the north-eastward road to Berwick upon Tweed, the Devil's Causeway (87), branched off.

The road now turns slightly more north-westerly and, though modified in a series of shorter straights, it follows this general course all the way to High Rochester. The present road follows it for most of the way to Elishaw Bridge, and is somewhat raised though this is not very noticeable. At the crossing of the Swin Burn there is a modern deviation for  $\frac{1}{2}$  mile, and the original *agger* is at first finely visible, 1-2 feet high, across the fields along the alignment, and traces continue beside a field wall till the modern road rejoins it. The straightness of the road now involves it in a series of particularly steep and narrow-topped switchbacks on which



care is needed by the modern driver. A slight turn more to the north is made on one of these tops.

At Foulralls the modern road leaves it again for 3 miles to West Woodburn, but the old road is at first very plain as an *agger* across the rough ground with distinctive light-coloured herbage. After obliteration by some old quarry dumps on Chesterhope Common it reappears, passing the west side of High House and on to the valley of the river Rede at West Woodburn, passing to the west of the Roman fort *Habitancum* as it approaches the river.

Beyond the crossing it turns again more to the north and is finely visible slanting up the hillside towards Woodhouse as a big *agger* 45 feet wide, with side ditches, and 2-3 feet high. At Woodhouse the modern road rejoins it, and two turns back towards north-west are soon made, the course being chosen to get round the edge of the high ground of Corsenside Common conveniently. From the second turn, at Dykehead, the alignment then runs straight to High Rochester, 6½ miles on. The present road curves westward a little by Troughend Hall, and the *agger* can be distinctly seen in the fields east of it, towards Dunn's Houses.

We now reach Elishaw Bridge, where the main road that has followed Dere Street from Corbridge turns sharply to cross the bridge over the Rede and so join the Newcastle-Jedburgh main road. Dere Street can be seen going straight on along its alignment down towards the river as a rather narrow strip of distinctive herbage. Its course is now lost in the valley, but has been traced through Horsley to the fort *Bremenium* at High Rochester, perched on the higher ground ¼ mile to the north of the present village, above the steep-sided valley of the Sills Burn which joins the Rede here. From this fort a branch road (88) led eastward to join the Devil's Causeway (87) near Whittingham.

The Antonine Iter *I* follows this road and the distance from Corbridge is given as XX, somewhat short of the actual 23½.

For the continuation of this road to Newstead, near Melrose, see 8f, p. 212.

#### REFERENCES

1. H. MacLauchlan, *Survey of the Watling Street* (1852), 21
2. Miss J. Mothersole, *Agricola's Road into Scotland* (Bodley Head, 1927), 152
3. F. Abell, *The Antiquary*, 41, 185

#### 87. THE DEVIL'S CAUSEWAY. BEWCLAY (4 miles north of CORBRIDGE)– BERWICK UPON TWEED (55½ miles)<sup>1</sup>

A very detailed description of this road was prepared by H. MacLauchlan for the Duke of Northumberland as long ago as 1864.<sup>1</sup> At that time the remains of it were



clearly traceable at many points, but another century of agricultural work has so effaced them that it is safe to say the road would attract little attention today if its course as previously determined was not so clearly shown on the maps. Recently, some accurate field-work has been done upon portions that were not clear in MacLauchlan's survey,<sup>2, 3</sup> and this has shown that the road was solidly built, with a foundation of heavy stones, and is often perfect even when quite invisible on the surface, so that we may accept the route as shown on the maps with some confidence even when nothing can now be seen. Very slight amendments to the mapped line were made by the recent excavations but they do not affect it seriously.

The road appears to have branched eastward from Dere Street (8e) at the farm Bewclay,  $1\frac{1}{2}$  miles north of the crossing of Hadrian's Wall (86) at Portgate, a notably high point which would be a likely place for the junction. Although the existing lane runs very straight to the east for  $\frac{1}{2}$  mile and is situated very suitably, no traces of Roman construction have been noted, and it is not until Shellbraes is reached that the traces of Roman work have been identified.<sup>2</sup> Part of the road towards Ryal is known as Cobb Causeway and follows the alignment approximately. Traces of the actual road have been identified near this and at a number of points over the next 3 miles, but there are no visible remains. The first point at which the road can actually be seen is in the field immediately opposite the entrance to the farm Boghall, slanting back to the south-west upon the alignment, and it is a low broad *agger*, 18 feet wide and 1 foot high. Formerly it was plain  $\frac{1}{2}$  mile beyond, near Brandy Well Farm, but only very faint traces appear there now towards the north-east. Then it crosses a very large unfenced area of pasture and is distinctly visible just to the east of Bradford Edgehouse farm.

After this there is nothing to be seen for several miles, but at Marlish farm, west of Angerton, it appears faintly in the field along the south side of the farm road. Just north of Angerton and west of Hartburn the descent into the steep little valley of the Hart Burn is very plain, with remains of the *agger*. Beyond the burn an old lane, known as Happorth Loaning, follows the line for a time, and hedges mark it towards Thorntonmoor farm with some faint traces near a footpath beyond. It was formerly traceable to the east of Doehill but nothing can now be made out there, and the next clear trace is north of Todburn Moor farm, where it has turned on to a new alignment to north instead of north-east, and the *agger* can be seen faintly across the meadows towards Todburn. Then after  $\frac{3}{4}$  mile it appears faintly again, and the farm road to Thistleyhaugh follows it on a distinct *agger*.

Across the valley of the river Coquet all trace is lost, but a lane soon takes up the line, passing  $\frac{1}{2}$  mile to the west of Longframlington, and it is then marked by hedges. Soon after, at Besom Farm, the present main road joins it for a mile, after which the obvious green road continuing up the hill on the left is *not* the Roman road but an older course of the modern one, and the line of the original road has



been traced over the moor *between* the other two, though it is now scarcely visible on the surface. It crosses the present road again diagonally, marked by a slight bank,  $\frac{3}{4}$  mile east of the crossroads at New Moor House and proceeds northward across the moor almost direct to Edlingham Demesne,  $\frac{1}{4}$  mile west of the village.

The course here has been examined in great detail and the construction of the road recorded.<sup>3</sup> The line shown in MacLauchlan's survey, and hence upon the Ordnance maps, is not quite correct near the crossing of the Edlingham Burn, for the road was found to swing a little to the east where it crosses the Rothbury-Alnwick road so as to cross the burn conveniently, and then curve back again to the marked line upon reaching the fields beyond the moor. The *agger* can be seen in places, but the road is much hidden by the thick overgrowth. Its construction was very substantial, a heavy foundation of 10-inch sandstone blocks laid upon the subsoil between large kerbs and with a central rib of flat blocks 12 inches square, then a 4-inch layer of grey sand, and above this a surface layer of 6-inch sandstones; the road was 20 feet wide. A portion of the surface has been left exposed just to the north of the Alnwick road crossing.

For the next 3 miles to Bridge of Aln no definite traces have been found, although MacLauchlan considered that he had established the point at Low Learchild, a mile to the east of Thrunton, where the western branch road (88), from High Rochester on Dere Street (8), joined it. Actual traces of the road to Berwick were, however, found at Bridge of Aln, just east of the present road and confirming MacLauchlan's line. Immediately south of the river bank the road was found almost intact, 25 feet wide, with a bottom layer of 2-4 inch sandstone slabs and traces of gravel surfacing. The alignment crosses the present road diagonally and passes just to the east of Glanton where hedgerows mark it, and then at Powburn it joins the present road which follows it for the next 2 miles.

At Powburn a new alignment is begun which with slight adjustments takes the road all the way to Berwick, and it is curious that the turn to this major alignment occurs at a low point in this instance. The present road is very little if at all raised, and when it turns away the line is continued by hedgerows for the next  $\frac{1}{2}$  mile with traces of the *agger* and metalling. Then there is nothing until a lane follows it at East Lilburn, but just before this the alignment crosses a swampy piece of ground very awkwardly, and it seems almost certain that the true course would have skirted this along firm ground on the west for some distance, as indeed traces of a terraceway seem to indicate. The lane on to Newtown is on or near the line, and just beyond the farm the *agger* is still clearly to be seen. Then there is little visible trace, save for hedgerows to the west of Fowberry Tower.

At East Horton, however, a long straight road begins which follows the alignment for  $6\frac{1}{2}$  miles to and beyond Lowick. It is somewhat raised, and for a long distance appears to be on the exact line though in its northern half MacLauchlan con-





XIII. THE MAIN ROMAN ROAD BETWEEN BIGGAR AND EDINBURGH (7g).

(a) On moorland near Melbourne, looking north-east; a low grassy agger (page 197). (b) Near Nine Mile Burn, looking north-east; a field track, showing characteristic position below the Pentland Hills (page 198).





*J. K. St Joseph*

XIV. DERE STREET (8f), LOOKING SOUTH-EAST FROM JEDFOOT NEAR JEDBURGH, FROM THE AIR (page 213)



sidered that the older road ran on its west side. Near Lowick and for a mile beyond, the road is twisting and only represents the line approximately. From this point onward there is now scarcely any trace, in the heavily cultivated land, though it was earlier visible to the east of South Barrington and at Oxford Farm, north of Ancroft. The present road north of Ancroft runs on it for a short distance before Oxford Farm, and there is a faint trace in the field just south of this road. The last traces of the road were seen formerly on the west of Scremerston, and there can be no doubt that it continued at least to Berwick.

## REFERENCES

1. H. MacLauchlan, *Survey of the Eastern Branch of Watling Street* (1864), 1
2. R. P. Wright, *Arch. Aeliana*, S4, 15, 351
3. R. P. Wright, *Arch. Aeliana*, S4, 17, 65

88. HIGH ROCHESTER-WHITTINGHAM (BRIDGE OF ALN) (19 miles)<sup>1, 2, 3</sup>

From the fort at High Rochester (*Bremenium*) a road led eastward and then north-eastward to give lateral communication between Dere Street (8e) and the eastern main road, The Devil's Causeway (87), at Bridge of Aln near Whittingham, not very far inland from the coast, to which it may possibly have extended though this has not been proved. The road was first noticed by a local resident, Mr J. Smart of Trewhitt House near its line, who published a useful account of it in one of the earliest issues of *Archaeologia Aeliana*<sup>1</sup> (1832). A detailed survey of it was later made by H. MacLauchlan as part of his great surveys of the Roman Wall and the northern roads for the Duke of Northumberland,<sup>2</sup> and then in 1936 it was again fully examined and described by Dr I. A. Richmond and G. Askew<sup>3</sup> upon whose admirable account the present description is very largely based, supplemented by the usual visiting. The course of the road is thus particularly well established.

The road is not visible immediately to the east of the fort at *Bremenium*, but gates mark its course below Dykehead and the *agger* is visible in places in the rough pasture farther to the east, with remains of the metalling indicating a road 20 feet wide. The line of the road back to the fort appears to aim somewhat to the south of its present east gate and may therefore indicate the earlier existence of a somewhat larger fort whose gate would have stood farther to the south.

Through the enclosures near Daw's Crag the *agger* is visible in places, and at one point the metalling is exposed in a cut, but the road becomes much overgrown across the moss although its hard surface can be distinctly felt in contrast to the soft ground, and the cutting of dykes across it has exposed the stones left in the upcasts. The south edge of the road becomes clearly marked as a terrace along the



south-east slope of Ballyardly Hill, and then the *agger* is clearly seen where the road changes direction near a fir plantation, and it turns again inside the plantation.

The present road from Elsdon to Stewartshiels shows a distinct hump where it crosses our road and metalling is visible to the east of it, then the absence of old plough-riggs across its line indicates where the hard surface was encountered. A bold cutting marks the course of the road through the river-terrace to the crossing of the Stewartshiels Burn. Here some ruined cottages stand on the line, but the *agger* is plain 200 yards farther on, and it is clear that the road has now turned on to a north-eastward direction. Thick grass obscures it for a while but the *agger* is seen again before the Durtrees Burn is reached.

From here up the hill to Branshaw modern tracks have obliterated it, but it seems likely that it took a slight double turn here rather than follow the ideal straight shown in MacLauchlan's survey, for this would have enabled it to cross the stream above the farm at a more convenient point, and, moreover, the north kerb and metalling are visible immediately to the north of the stream.

The road is hard to follow as it approaches the summit between Clemy's Cairn and Greenwood Law, and the metalling can only be seen where drains cut across it and also at the Ford where Foulplay Sike and Trouty Sike meet. On Yardhope Shank it is also generally invisible, but the *agger* and metalling can be seen at one point, and metalling on the west bank of the Yardhope Burn where this is forded. The road then climbed steeply on to Long Tae (Toe), as the ridge between the Yardhope and Long Tae Burns is called, and here the south kerb and metalling can be seen for some distance along the crest of the ridge. In descending to the Long Tae Burn the road has become worn into a deep hollow so that the original kerb appears high up in the south bank.

Beyond the stream the course is not clear past North Yardhope, and there is no trace in The Oaks wood, but at Birky Sike kerbing reappears just where the road begins to run on the south side of the present track, and also in Common Sike, then all traces disappear in the boggy eastern end of the wood. About 30 yards inside the fence of Holystone Common the south kerb reappears, and it is also seen where the footpath from Harbottle to South Yardhope crosses; then about 160 yards farther on there is a distinct terrace some 3 feet high across uneven ground, and kerbs appear on the shoulder of Lanternside Edge west of the summit. The remains are here in very good order, and though the metalling has been worn away by later tracks and storms long lines of kerbs are visible. The road was excavated here<sup>4</sup> and was found to be composed of a single layer of large rough cobbles, laid upon clean sand, to a width of 22 feet 3 inches. Larger stones were arranged as kerbs and also as a central rib which was raised 6-8 inches above the existing surface, perhaps indicating the weathering away of a finer layer of surfacing material.



On Lanternside Edge the course of the road is laid on two short alignments which meet about half-way along in a little hollow to the west of an isolated rocky hummock. The road appears as a low *agger* and the south kerb is seen just before it reaches the wall of Campville Coppice where the road is on a well-marked terrace, but it is not visible in the wood or at Dovecrag Burn.

Beyond the burn a well-marked track through the wood past the entrance to Campville indicates it in the direction of Lady's Well, and it approaches the river Coquet by a deep artificial cutting in the river-terrace, with kerbstones and *agger* visible just before the cutting.

Cultivated land now shows little trace of it south-east of Sharperton, but the *agger* runs beside hedges where the footpath to Charity Hall crosses. Then there is no trace until the line crosses the present Sharperton Edge road and is occupied by the farm road towards Low Burradon which here runs on a broad high mound that is obviously the *agger*. A fine stone culvert, 19 feet long between the foundation kerbs, can be seen about 70 yards east of the Sharperton Edge road. Where the present farm road turns off northward to Burradon, a lower *agger* can be seen continuing on the line, and then as a large lynchet across ploughed fields to the Foxton Burn, and as an *agger* in the field beyond. No further trace can be seen till the Thropton-Burradon road is crossed and the *agger* can be seen emerging from the plantation east of the road upon a new, more easterly, alignment pointing to Ewe Hill, but nothing remains until after Trehwhitt is passed owing to cultivation. It was between Wreigh Burn and the Trehwhitt road that Smart<sup>1</sup> earlier saw the road dug up and noted it as 14 feet wide. The *agger* is, however, visible at two points between the footpath from High Trehwhitt to Lorbottle Weststeads and the Trehwhitt Burn.

There is now a gap of a mile across fields until, near Kiln House, cuttings appear in the dry valley south-west of the house, and then the *agger* is seen below the stone wall of the disused back garden and again in the second field beyond. It disappears north of Howdean and nothing more can be seen until after the crossing of the Callaly Burn, east of Dancing Hall Farm, where a prominent *agger* is visible north of the present road up the hill at Tinklers' Dene. Then the present road follows a natural shelf, and this is probably the original course rather than the ideal alignment which would run on the steep hillside south of it. In Tinkers Plantation an older cutting confirms the existence of this course at a point where the present road makes a slight northward bend.

We now reach Callaly where the cottages at the west end of the village bear the name Street Way, and the road appears to be marked by a very prominent *agger* in the little plantation west of the houses. This would have continued through their gardens to cross the streams somewhat above the modern road, and joining this at the Beech Avenue which follows the old course from South Lodge to Lovers'



Lane. Then the Roman road diverges to the east and, after a mile, passes just to the north of Thrunton to the point near Low Learchild where MacLauchlan established its junction with the Devil's Causeway (87) by excavation. All surface indications on this last stretch have been destroyed by cultivation. The point lies  $\frac{1}{2}$  mile south of the crossroads at Bridge of Aln, near Whittingham.

For road 89, Lockerbie-Raeburnfoot-Newstead, see p. 191.

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1. J. Smart, *Arch. Aeliana*, SI, 2, 246
2. H. MacLauchlan, *Survey of the Eastern Branch of Watling Street* (1864), 48
3. I. A. Richmond and G. Askew, *Soc. Ants. of Newcastle Proc.*, S4, 8, 44
4. I. A. Richmond and P. Hunter Blair, *Soc. Ants. of Newcastle Proc.*, S4, 8, 51

#### 8f. DERE STREET. HIGH ROCHESTER-NEWSTEAD ( $29\frac{1}{2}$ miles)<sup>1,4,7</sup>

From the fort *Bremenium* the road led down by a steep terraceway to the Sills Burn crossing, and, having gained the higher ground beyond, it turned on to a course to north-north-west, parallel with the burn, which is rigidly followed for 3 miles to Featherwood farm. This part of it has in recent years been made into a good metalled road in connection with the artillery range here. The road is narrow and traces of the old *agger* still survive at some points, notably where another road diverges eastward and the structure of the *agger* with its heavy stone foundation is exposed on the west side opposite the junction.

The burn is recrossed at the farm, after which for  $\frac{1}{2}$  mile the modern road diverges to the east and the *agger* is well seen, 30 feet wide and 2 feet high, just after crossing a second stream beyond the farm enclosure. It is clearly visible until rejoined by the modern road, which then runs on it to the summit of the next hill.

Beyond this point the ground is now almost trackless from disuse, for it should be noted that beyond Featherwood all this part lies in the danger area of the artillery range and can only be visited by permission during non-firing periods. The course of Dere Street continues plainly ahead, marked by a wide belt of distinctive herbage which a wire fence follows approximately for a time. The course turns more to the north-west, following the high ground of the watershed between the Rede and Coquet, until in 2 miles it descends very steeply by the Gammels Path to cross the headwaters of the river Coquet just before it reaches the striking group of Roman camps at Chew Green, close to the Scottish border. At one point between Foulplay Head and Harden Edge, south of the river Coquet, the road crosses a plateau of shaly clay with no stone outcrop available for metalling. The engineers therefore made up the *agger* with the clay, 3 feet high and 28 feet wide, beaten hard and then surfaced with a thin skin of the broken shale.<sup>5</sup>



The road now abandons any definite alignment in favour of a ridgeway course along the watershed between the headwaters of the Hindhope Burn on the west and of the Coquet on the east. It has been well observed<sup>6</sup> that the crux of this route is the use of a remarkable natural feature forming an extremely narrow hog-backed ridge uniting Woden Law to the south with Hunthall Hill, across which the road goes upon a fine *agger* some 2-3 feet high that looks peculiarly unnecessary at such a spot. The road is still clearly traceable as a terraceway or large *agger* along the east and north slopes of Woden Law, on which it is generally 27-30 feet wide where best preserved, leading straight down to the fords of the Kale Water at Towford (Two-ford).

Beyond the crossing the course of the road is plainly visible, slanting up the hillside somewhat to the right, still followed by the modern road as far as the little plantation and farm at Pennymuir, though the *agger* can generally be seen along the western, upper, side of this. Then a field wall and track mark it onward upon a curving course designed to go over the highest ground in a series of short straights, first a little east of north, then north, and finally north-west, to Whitton Edge. The road is latterly enclosed between walls and is not generally much raised, though at the Edge there is a fine length of *agger* 27 feet wide and 2-3 feet high. Here it turns sharply westward for  $\frac{1}{2}$  mile to Shibden Hill, where the road begins a final long alignment aimed at the eastern side of the prominent Eildon Hills, making for the Roman fort at Newstead, just below their eastern slopes, which was named *Trimontium* from the distinctive appearance of these hills.

This long alignment, so typical of Roman roads, is still well marked over most of its course. A road still uses it for the first mile to Shothhead, and then a green lane marks it continuously to Jedfoot station near the crossing of the river Teviot (Pl. XIV). The lane is usually flat, though with much stone in it, but to the north-west of Cappuck, where there was a fort, it is well raised, 30 feet wide and up to 2 feet high.

In the Teviot valley all trace is lost, but near Howden the same alignment is again well marked, first by a field wall with traces of the *agger* and then by a very wide enclosed strip through which the *agger* runs continuously for several miles. Finally, at the north end of the now destroyed Longnewton Forest, it is joined by the present road nearly to St Boswells, and then hedgerows mark it towards Newtown. Here a slight turn more to the north was made, represented at first by the main street, and the road led directly to the fort *Trimontium*, situated upon high ground overlooking the river Tweed just to the east of Newstead.

The recently issued report of the Royal Commission on Ancient Monuments of Scotland, for Roxburghshire,<sup>7</sup> includes in a long appendix a very complete and detailed description of the whole of this section of Dere Street north of the Scottish border.



For road 89, Newstead-Raeburnfoot-Lockerbie, see p. 191.

#### REFERENCES

1. H. MacLauchlan, *Survey of the Watling Street* (1852), 38
2. Miss J. Mothersole, *Agricola's Road into Scotland* (Bodley Head, 1927), 195
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4. J. Curle, *Hawick A.S. Trans.*, 1930, 40
5. I. A. Richmond, *Soc. Ants. Scot. Proc.*, 80, 116
6. Sir Walter de L. Aitchison, *Berwickshire Nat. Club History*, 31, 22
7. Royal Commission on Ancient Monuments of Scotland, *Roxburghshire, Vol. II* (1956), 463

#### 89. DERE STREET. NEWSTEAD-DALKEITH (27 miles)<sup>1, 2, 4</sup>

For most of the evidence on this part of the route we are dependent upon references to Dere Street by name in the old charters of the district. These have been closely studied by R. P. Hardie<sup>1</sup> and the courses of the named boundaries established, so that at several points we can be reasonably certain that the title was earlier applied to a particular stretch of road.

In the first part of this section he has identified the course of a road called High Street, which may perhaps be regarded as an equivalent name. This road is still clearly traceable along the high ground on the west of Lauderdale, from a point 2 miles north of Gattonside, near Melrose, to Upper Blainslie, south of Lauder, but in earlier times it was continued southward to the end of the high ground above Kittyfield, on the Tweed just opposite the fort *Trimontium* at Newstead. There are perhaps traces of a zig-zag descent down the steep hillside above Kittyfield. High Street itself runs in straight lengths as a metalled but mainly derelict lane, and its situation along high ground is certainly well suited to such a road (Pl. XVa). The connection from Upper Blainslie into Lauder is uncertain, but a length of county boundary pointing to the road at Lauder cemetery may indicate the line.

North of Lauder there is no certain trace for 3 miles to Midburn. Here a road running for nearly a mile to Burnfoot, near Oxton, has been identified by charter as Dere Street, and the alignment may well have carried it back to Lauder, running close to the railway. If this line were continued northward it would pass close to the church at Channelkirk which stands very near a Roman fort site, and a track has been traced onward over Soutra Hill, continuing closely the same course to the crossing of the Armet Water. It is in fine preservation for some distance as it passes over the hill west of Turf Law, with a high cambered *agger* and ditches excellently shown in a recently published air photograph.<sup>3</sup>



At the Armet Water a turn more to the north was made, and the course up the hill to the monastic ruin called Soutra Aisle is clearly marked by a hollow which seems to be the roadside ditch, for there are traces of a low *agger* beside it. After following the road past the Aisle, it continues very clearly on the same line down the hill across the fields to meet the present main road just after the crossing of the Dean Burn near Soutra Mains.

The present road follows it for  $\frac{1}{2}$  mile to the inn at Fala, but for the next two miles the course is clearly represented by an older line of roads and hedgerows, just east of the main road, crossing straight over the steep little valley near Fala Dam. This older route continues close to, and east of, the present road from Crichton Dean up to Hope, marked in part by a hollow way, especially clear in the wood opposite Hope, and it is noteworthy that the parish boundary, which follows the road on to Pathhead, also runs along this old course to Crichton Dean.

Between Pathhead and Dalkeith there is further charter evidence for the name Dere Street, applied to the road through Chesterhill and Whitehill, which is very suitable and likely for it runs very straight almost throughout. Where it now rejoins the main road a mile from Dalkeith, the line is continued into the town by a hollow, now a watercourse, with parish boundary, but for a few yards the remains of an *agger* seem clearly visible on the west side of it.

This is the last point for which we have at present reasonable evidence for its course, but the alignment points almost directly at Edinburgh Castle, plainly in view ahead, beyond which lies Cramond, on the shore of the Firth of Forth, where there was a Roman fort and port. It cannot be doubted that the road was making for this, and it is indeed something of a reproach to the work of Scottish archaeology that such a simple problem of field study so near the capital still awaits investigation. Connection with the other main road (7g) from the south-west must also have been made, probably near Liberton, and both roads were no doubt also linked to the other Roman fort at Inveresk, but this, too, requires further field-work.

It should, however, be mentioned that the recently issued report of the Royal Commission on Ancient Monuments of Scotland, for Roxburghshire,<sup>4</sup> rejects most of the route given by Hardie between Kittyfield and Lauder and from Lauder to Oxton in favour of a parallel route, mostly undefined in detail, a little to the east. Their route lies near, but not coincident with, the Clackmae-Kedslie-Lauder road along the west side of Lauderdale, about  $1\frac{1}{2}$  miles east of the High Street route and at a much lower general level. North of Lauder they follow a course between the present main road and the railway, only  $\frac{1}{4}$  mile or less east of Hardie's line, until close to Oxton, which appears to be quite undefined save for one short length, in a belt of trees east of Collielaw and 1 mile south-east of Oxton where traces of a levelled roadway appear. From Oxton to Soutra the report describes in detail the



route here given as far as the Dean Burn, and accepts Hardie's charter evidence between Pathhead and Dalkeith.

Clearly, there is need for more field-work to establish the course beyond doubt, and it is much to be hoped that someone resident in or near Lauderdale will undertake it, but until this is done it seems reasonable to give more weight to Hardie's route, which is based upon documentary evidence of the place-names, than the recent report seems prepared to do.

#### REFERENCES

1. R. P. Hardie, *The Roads of Mediaeval Lauderdale* (Oliver & Boyd, 1942), 67, 84, 88, 97
2. J. Curle, *Hawick A.S. Trans.*, 1930, 40
3. J. K. St Joseph, *J.R.S.*, 45, 85, and Pl. XVIII, 1
4. Royal Commission on Ancient Monuments of Scotland, *Roxburghshire, Vol. II* (1956), 470

### (iv) The Antonine Wall and its Roads

#### 90. THE MILITARY WAY. BRIDGENESS (FIRTH OF FORTH)—OLD KILPATRICK (CLYDE) (35½ miles)<sup>1</sup>

The Scottish Roman Wall, usually called the Antonine Wall, spanned the 'waist' of Scotland at its narrowest part, between the Firth of Forth at Bridgeness, close to Bo'ness (Borrow-stounness), and Old Kilpatrick on the river Clyde, 5 miles above Dumbarton. Like its more famous companion on the south, Hadrian's Wall, it was cleverly sited upon ground with a good field of view to the north, and was based upon a line of forts spaced not far from a mile apart. As always with such frontier lines, the Wall was accompanied by a road throughout its length, which for convenience is usually referred to as the Military Way. This is generally placed about 40-50 yards in rear of the Wall, but its position was varied to suit the ground in order to join the forts by the most practicable direct route. Since these were generally situated upon elevated sites along the route, there were often loopways which obviated the necessity for through traffic to climb steeply up to forts which it was not desired to visit, and thus an expeditious through road was provided.

The Wall has been fully traced over its entire length, the large Ditch in front of it being the most lasting indication, which has often survived when all else has been obliterated. The Military Way has been found at many points during the examination of the more important sites along the Wall, and its normal construction has been noted, but, being especially liable to destruction by cultivation, there is not much of it still to be seen except in rough ground. The general description



of its type of construction was thus given by the Glasgow Committee in their report:

'Its *statumen* is a base of fairly large stones, above which a stratum of smaller stones of various sizes is laid, rising to a rounded crown in the centre, and giving the surface of the road that convexity which modern as well as ancient road-makers have found expedient. It has no squared kerbs—indeed, ordinarily, the kerbs are hardly distinguishable from the other stones of the base.'

The width of the road was normally 16–18 feet, and there were gutters or small ditches at the sides for drainage.

From Bridgeness the course of the Wall is indicated by the roads Grahamsdyke Lane and Road, and by Dean Road as far as the grounds of Kinneil House through which it then passes. The Way lay just to the south, no doubt, and has been traced under the turf in the park, about 40 feet to the south of the garden wall, bearing away a little farther to the south into the northern edge of Kinneil Wood, probably in order to avoid some low ground, earlier marshy and now called The Meadows, through which the Wall itself ran. Beyond this a lane again marks the Wall Ditch to Inveravon, and it is faintly visible through the fields west of Polmonthill farm. The Wall passed just on the north side of the old church at Polmont, and here a deep hollow running east and west between the present church and manse appears to have been followed by the Way. The Wall Ditch then runs along the general course of the road to Laurieston, and, where Polmont Burn crosses it just east of Beancross, there were found traces of the Way a little (230 feet) to the south. It was aligned upon a gap between the two hillocks called Mumrills Braes, near Beancross, and the road evidently passed through this to the fort at Mumrills just beyond, though there are no visible traces.

The Wall passed through the grounds of Callander House and then the southern part of Falkirk, keeping along the edge of the higher ground on the south of the present industrial area, to Bonnybridge and Castlecary. Half-way between them, at Camelon, there was another fort somewhat in advance of the Wall, which it antedated, and here the main road (9a), intended to serve the district still farther north, started. Traces of it were seen in the grounds of Watling Lodge, on the Wall line just behind Camelon.

To the west of Camelon the Wall Ditch is especially plain throughout the long Tentfield Plantation, and the lane along the southern edge of this represents generally the Military Way. Half-way along the plantation another fort, known as Rough Castle, stands on a small hillock; it is approached by branch roads to the gateways, while the main Way passes it on the south more conveniently, and is plainly seen under the trees, alongside the field wall, some 18 feet wide. Beyond the plantation the Wall Ditch continues to Bonnybridge, but the Way is not seen until beyond Castlecary where there was another fort. A local branch road (905) led southward here to a look-out station at Crowbank.



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1. R. P. Hardie, *The Roads of Mediaeval Lauderdale* (Oliver & Boyd, 1942), 67, 84, 88, 97
2. J. Curle, *Hawick A.S. Trans.*, 1930, 40
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To the west of Camelon the Wall Ditch is especially plain throughout the long Tentfield Plantation, and the lane along the southern edge of this represents generally the Military Way. Half-way along the plantation another fort, known as Rough Castle, stands on a small hillock; it is approached by branch roads to the gateways, while the main Way passes it on the south more conveniently, and is plainly seen under the trees, alongside the field wall, some 18 feet wide. Beyond the plantation the Wall Ditch continues to Bonnybridge, but the Way is not seen until beyond Castlecary where there was another fort. A local branch road (905) led southward here to a look-out station at Crowbank.



After Castlecary the Wall Ditch is very large for some distance, and the Way just south of it is traceable in the fields as a slight ridge or crop mark, occasionally as a farm road, from Garnhall to beyond Westerwood, where there was also a fort. The Wall now climbs over the high ground of Croy Hill and Bar Hill, both crowned with forts, and the Way is traceable at some points between them, usually as a strip of finer herbage. Branches led into the forts which the main route by-passed. In the case of Bar Hill, owing to its restricted site the by-pass goes on the north side of the fort, the only instance where this occurs. The road was extensively excavated here, and it was found to be generally 16-18 feet wide, with large stones as a base and smaller stones above, and having the surface shaped to a rounded camber without any kerbs.

Beyond the hills the Wall descends to lower ground at Twechar and the present road from near Shirra to Inchbelly Bridge represents the Way approximately, as also in part beyond Kirkintilloch, through which the Wall passed, to near Cadder, the site of another fort. Where the road now turns off to Bishopbriggs the line of the Way continues straight on, marked by a row of fine beech trees and with traces of the *agger*. After this there are no traces of the Way until Bearsden is reached, though indications of the Wall can be found, and there was another fort at Balmuildy.

Bearsden has the distinction that one of its streets is on the course of the Way and is called 'Roman Road', thereby securing the most northerly use of this title as a street name anywhere in the Roman Empire (Pl. XVI). The westward continuation of this street, called Thorn Road, leads to the golf course, where the old road is clearly seen along the south side of the footpath across the course, as a low rounded *agger*, 18 feet wide and 1 foot high. It is also seen inside the northern edge of Garscadden Wood beyond, near its western end. The Wall is here describing a loop some  $\frac{1}{4}$  mile to the north along higher ground, so that the Way seen on the golf course is a short cut or loop-way, and no doubt a road also ran close to the Wall there. Then it runs through Duntocher to Old Kilpatrick, its terminus on the Clyde, with forts at both these places. The Way has been noted at the forts during the excavations but is not otherwise to be seen.

#### REFERENCE

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#### 905. CASTLECARY-CROWBANK (2 $\frac{1}{4}$ miles)<sup>1</sup>

From the fort at Castlecary a short branch road led southward to the farm at Crowbank, situated upon the higher land, where there seems to have been some



kind of look-out station. Its course is traceable through the woodland south-west of the fort till it falls into the present road leading towards Walton Farm, following this for 300 yards and then diverging again on the east side through another wood. On reaching a small stream the road turns eastward along its north bank, where it is visible as a terrace with some exposure of the metalling and kerbstones. Then, opposite Walton Farm, it crosses the stream and ascends the steep southern bank by a well-preserved terrace, joining the present road where this turns sharply south at the farm and following it for a few yards before diverging into the fields on the east, where its ploughed-up stones are sometimes visible. It now takes a straight course towards Crowbank, passing through a small plantation, Bandominie South Wood, where it is faintly visible. It crosses the Walton Burn by terraces down the steep banks, resuming the line beyond, and the road becomes very plain as it approaches Crowbank. There are no indications that it was ever continued beyond.

## REFERENCE

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## (v) North of the Antonine Wall

9a. CAMELON-STIRLING-STRAGEATH (NEAR MUTHILL) (27 miles)<sup>1, 2, 3</sup>

This was the trunk road first planned, no doubt, in connection with Agricola's campaign for the conquest of the Highlands and never completed, but it was in use throughout this section, and also well into Perthshire, for many years. It has the distinction of being the most northerly Roman road in the whole Empire.

Leaving the fort at Camelon, where its remains were noted during excavations, it seems to have run north-westward through Larbert, but there are now no traces. Remains of a Roman bridge are marked upon some maps a little to the west of this town, but it seems more likely that the present road as far as Todhill may mark the course of the road generally. In Tor Wood, just beyond, a clear *agger* appears in the north-western corner, traceable for a short distance southward, and this is in alignment with the straight road onward from Plean Colliery to West Plean, where a signal station was found beside the road. The straight road which begins at Stubhead and goes on through St Ninians probably represents it, for this is in alignment with traces found near Laurelhill Place, in Stirling, during building work. A cambered bank inside the eastern edge of Victoria Park, beside Victoria Place, may well be a further continuation of this, leading on below the precipitous



western side of Stirling Castle's rock, and along Raploch Road to the riverside at Kildean, an old crossing-point on the Forth.

The actual route of the Roman road across the Forth here has not yet been established, nor its course onward to Dunblane, though it seems likely that from Bridge of Allan the east bank of the Allan Water would have been followed. From Kildean, in a north-eastward direction to Cornton, is one of the shortest and easiest crossings of the wet ground here available, and this is perhaps the most probable route, but, if so, it is curious that the present Causeway, which has older surfaces beneath it, did not follow the same course.

Just beyond Dunblane the present main road runs dead straight for 4 miles to Greenloaning where certain traces of the Roman road can again be seen. This length of road is well sited, with a fine view to the north, and, although no traces of actual Roman work have so far been identified in its make-up, it seems likely that it is the Roman line, which must certainly have existed here to connect with the road beyond Greenloaning.

For the first  $\frac{1}{2}$  mile north of Greenloaning, where the direction changed from north-east to north-north-east, there is no trace of the road, but it appears as a distinct *agger*, 1 foot high, in the grounds of Ardoch House, beside the village of Braco, beginning at a point in the plantation on the east side of the present road to Crieff north-east of the tenth milestone. It crosses the Ardoch drive just above a disused bridge over the river Knaik and ascends Chapel Hill to the south gate of the magnificent Roman fort, as a terraceway 18 feet wide.

The road appears to have left the fort by the east gate, turning north-eastward at once and continuing clearly traceable for over a mile. Quarry pits appear beside it south of Blackhill Wood. It falls in with the present road at the 7th milestone, near Redford, follows it for 400 feet across a valley, and then lies west of it till the road curves back to it again. It leaves the road again at Orchill Wood and is plainly visible on the west, passing between the conspicuous Roman signal-station, called Kaims Castle, and the road. Then, where it coincides with the present road, there are quarry-pits on the east side, after which, at a bend in the road, the *agger* can be seen well preserved, 24 feet wide and 3-4 feet high.

For the next  $1\frac{1}{2}$  miles there are no traces except for a stony belt in the fields after the crossing of the Machany Water at Crosshill, and possible traces of the *agger*, as a mound 800 feet south of the east lodge of Culdees Park. Leaving the park at the lodge, it is then very well preserved for over  $\frac{1}{2}$  mile through Pirnhill Plantation, 27 feet wide, with quarry-pits on the west side immediately north of the lodge. Then it is visible faintly as a broad ridge on each side of the Dalpatrick-Auchterarder road where it crosses this, and then it makes a sharp turn eastwards into the fort at Strageath, which is situated close to the south bank of the river Earn  $\frac{1}{2}$  mile to the south-east of the farm Mains of Strageath.



It may be desirable to add a warning to the passing observer here that he will see at Muthil an example of another type of old road that may well be mistaken for Roman work—General George Wade's military roads. These roads were constructed in and after 1726 as a result of the Scottish rebellion of 1715, and since General Wade knew about Roman roads and required his road system for a precisely similar purpose—the policing and occupation of the countryside—he followed very similar methods in the choice of long straight alignments and construction. Hence his roads, now frequently derelict for long stretches for reasons exactly similar to those that have caused Roman roads to be abandoned, may well prove a source of confusion to the unwary observer.

Luckily, these roads were mostly constructed in the Highland zone and are thus beyond the area penetrated by Roman roads. One of them, however, came from Stirling, and is well seen to the north of Braco, where the present road to Crieff follows it, and then,  $1\frac{1}{2}$  miles north of the village, bears away eastward, leaving Wade's road to go straight on over higher ground to Muthil (the reason for its abandonment no doubt, as with many a Roman road) as a rough by-road which descends steeply into the village. This alignment is nearly parallel to, and only a short distance west of, the Roman road we have just been following, so that in this instance it might well be a source of confusion. When seen quite derelict upon open moorland, Wade's roads appear to be more lightly constructed, and look sharper and 'newer' at the edges than a true Roman road.

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3. O. G. S. Crawford, *Topography of Roman Scotland N. of the Antonine Wall* (Cambridge Univ. Press, 1949), 15

#### 9b. MUTHIL (STRAGEATH)—KIRRIEMUIR (41 miles)<sup>1, 2</sup>

Upon leaving the fort at Strageath the road takes on a new general direction, slightly north of east, evidently designed to carry it along a course parallel with the edge of the Highland zone. Thus Strageath is the end of its northward advance, and this is clearly the point from which branch roads might have been planned, but none has so far been found.

The exact point where the river Earn was crossed is not certainly known, but was very likely near Innerpeffray, east of the fort. The east-west road at Parkneuk Cottage,  $\frac{1}{2}$  mile to the east, is probably on the line of the road, for a signal-station stands in the wood just north of it. These signal-stations occur frequently along



this length of road, ten being identified in all<sup>3</sup> along a 6½-mile-stretch of it. They are circular platforms formed by excavating a ditch, but with a gap and entrance causeway facing the road, and are usually about 40 feet in diameter. Within there was a high wooden tower 12 feet square supported by four massive timber posts the post-holes for which are traceable. The stations are placed in positions where they were intervisible, so that messages could be passed, probably by semaphore or some code of light signals.

The course of the road eastward is next clearly marked by a green lane, with remains of the *agger* in places, notably near Arduvie, 21 feet wide and 1 foot high, but much of it is quite ruined and is just a wet lane. Excavations many years ago showed that the road here was carefully edged with large stones as kerbs, and also as a foundation layer, and had probably been gravelled over this.<sup>4, 5</sup> At Gask the present road takes up the line for several miles until near the east end of the Gask Woods.

Here the certain traces end for some miles until the river Tay has been crossed. A short piece of *agger*, continuing the course of the road where this now turns a little to the east, seems to show that the road turned north-eastward here towards Tibbermore and the next fort at *Bertha*, 2½ miles north of Perth, on the bank of the river Tay, which was crossed there by a bridge, but no traces of the road have been found on this line.

We next have certain evidence of the road as a crop mark on a course running north-north-east, on the east bank of the Tay north of Scone Park, just beyond the crossing at *Bertha*, and passing through the area of the Roman camp at Grassy Walls.<sup>6</sup> Slight traces of the *agger* appear in places here. The course is then taken up by the present road past Waulkmill and Berryhill to Byres, bending at first to follow the edge of the river escarpment but then running in straight lengths.

The road has now gained a convenient ridge of land parallel with the Highland front, very like that which it followed by Gask, and it proceeds along this continuously, so far as possible. Traces of the *agger* appear in the fields at Gallowhill,\* along the highest part of the ridge, and then, north of Woodside, a cutting leading to the crossing of the small stream at Brunty, and a drive and hedge line in Keithick park, seem to mark the same line. It is continued by the very straight road by Caddam into Coupar Angus, right along the crest of the ridge, and then probably by a series of lanes on this side of the town towards Larghan on its eastern edge.

It has been suggested that the lane leading onward to Balbrogie, north of the present road, might mark it, but it seems clear on the ground that the ridge would have been followed, as elsewhere on this route, whereas the lane lies at its northern

\* It is almost certain that a branch road must have led off northward near here, crossing the river Isla near Bridge of Isla and then bearing north-west for 2½ miles to the important fort at Inchtuthill, which was occupied for many years, but no traces of it have yet been identified.



foot. The present road is very direct and follows the top of the ridge closely, passing  $\frac{1}{4}$  mile north of Meigle and then curving a little northward, direct to the next fort at Cardean, where traces of it have been seen in the grounds near its crossing of the Dean Water below the fort.

Beyond the fort the present road continues to follow the crest of the ridge in straight lengths evidently designed to fit it conveniently, until, after three miles, it bends northward at Blackhill farm, apparently in an effort to find a way between several small hummocky hills. The exact course has not yet been ascertained between this point and Westmuir,  $3\frac{1}{2}$  miles farther on, where it was seen as a very distinct crop mark, although not now visible in the meadow, 100 yards south of the main road and converging slightly with it, west of the houses.

Next, and finally, it appears again, very plainly indeed, in Caldham Wood,  $1\frac{1}{4}$  miles to the north of Kirriemuir, as a well-cambered *agger* 15-18 feet wide and 1 foot high, between small ditches, running through the whole length of the wood from its south-west corner to its eastern side some 200 yards from the north-east corner. No trace has been seen beyond, and so this piece has the distinction of being the most northerly Roman road so far known anywhere in the Empire. It is a suitable place in which to conclude our survey.

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2. O. G. S. Crawford, *Topography of Roman Scotland N. of the Antonine Wall* (Cambridge Univ. Press, 1949), 51
3. J. K. St Joseph, *J.R.S.*, 45, 87
4. H. W. Young, *Soc. Ants. Newcastle Proc.*, 8, 99, 206
5. D. Christison, *Soc. Ants. Scot. Proc.*, 35, 15
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## Chapter 6

### CONCLUSION



#### THE DEVELOPMENT OF THE ROAD SYSTEM

IN THE PRECEDING chapters we have examined the course of each of the roads in detail, and we may now try to see how the system came to be built up. Military requirements undoubtedly influenced the lay-out of most of the main routes, but many of the branch roads would have been added later to meet commercial and local requirements as the province became peacefully settled and the market towns and farming and mining areas were established.

In the period of the initial conquest we may consider the road-building effort as starting in the south-east and south of Britain in A.D. 43, extending rapidly across the South Midlands roughly to the line of the Foss Way (5) by about 47-50, but thereafter in the hilly districts the advance was much more gradual. We may imagine the roads there being added section by section as the needs of the various campaigns arose and the forts and camps were established which we can still see so plainly in the wilder districts.

Campaigns against the tribes in Wales, the Silures in the south, and the Ordovices in the north, went on all through the 50's but were rudely interrupted in 61 by the insurrection of the Iceni in East Anglia under Queen Boudicca. They were not resumed for some ten years, and were finally completed only under Agricola's direction in 78, so that road-building here must have been quite a gradual process.

Meanwhile quicker progress had been made northward, although the conquest of the Brigantes in north Yorkshire gave considerable trouble in the 70's. Nevertheless, by 78 the coast was clear for the planned campaign of Agricola into Scotland which carried the forts and roads as far north as the fringe of the main Highland Zone in Strathmore, so that by 81 the whole of the main framework of the roads in Britain must have been in existence, save in a few corners of the Welsh highlands.

Obviously, the first roads of all would have been those from the East Kent ports to Canterbury and thence by Watling Street (1) to London. The Wealden roads (13, 14, 15, 150) were probably added much later for commercial use. It is very likely that military requirements, for forces operating from the south coast harbours at Southampton and Poole, may have caused very early construction of roads

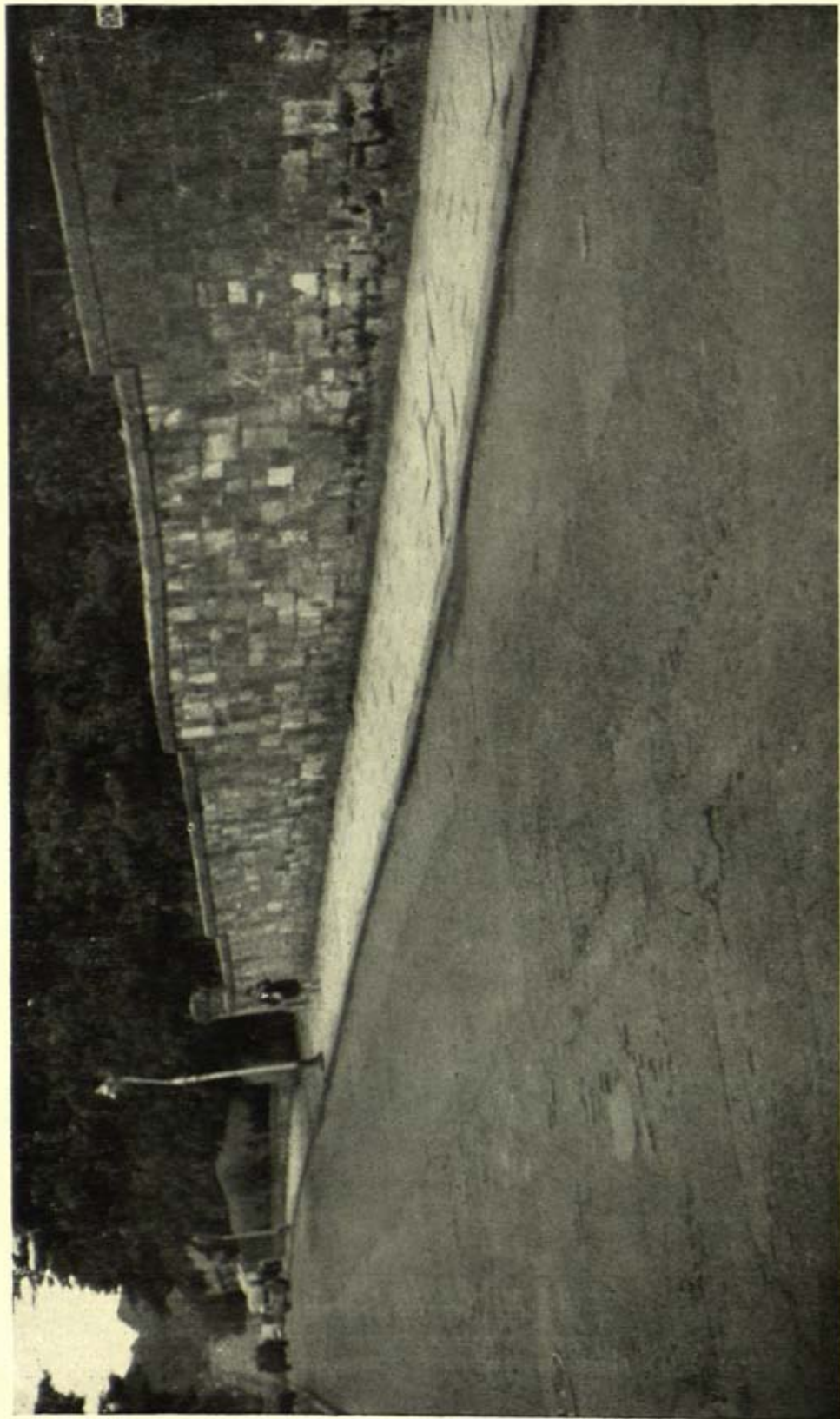




XV. HIGH STREET NEAR LAUDER (8g), AND THE CRAIK CROSS ROAD (8g)

- (a) High Street, looking north to Kedslie Hill (page 214). (b) The road east of Mid-Raeburn, looking east; the parched grassy strip marking it is here passing through an engineered cutting (page 192).





XVI. THE ANTONINE WALL MILITARY WAY (90) IN BEARSDEN, GLASGOW

The Way is still used as a street called 'Roman Road', the most northerly example of the title as a modern street-name (page 218).



leading inland through Winchester (42, 43), and by Badbury Rings to Old Sarum (4), for we must recall that the latter road was evidently aimed past the Rings to reach Poole Harbour in the first instance rather than Dorchester, its later destination, and it seems more likely that it would have been constructed from the port to an inland target rather than the other way about. Thus we may perhaps think of Ackling Dyke (4) as a road built north-eastward in support of the advance, until in due course it met with the eastern road builders, possibly at Silchester. The convenience of these very extensive and sheltered harbours would have been well known to the Roman intelligence service, and we may feel sure that use would have been made of them in support of the campaign at a very early stage.

Extensions of the roads from these ports may have been added at an early date from Winchester (43) and Old Sarum (44) to join the road from Silchester to Cirencester (41) at Wanborough, and from Badbury Rings to Bath (46 and 52). Then, when the western road (4) was extended to Dorchester and Exeter, a similar route was provided north-westward through Ilchester to the Polden Hills and Bristol Channel (47 and 51). The fort at Kingsholme, on the outskirts of Gloucester, was established by 50 and the road from Cirencester (41) must have existed then.

But, quite at the start, as soon as road-building reached London, the main routes to the west (4), north-west (Watling Street, 1), north (Ermine Street, 2) and north-east (3), must have been commenced, and these were no doubt extended section by section as military operations required. We can be certain that the two tribal capitals of primary importance at St Albans (*Verulamium*) and Colchester (*Camulodunum*), were thus served almost at once, if only to create a suitable impression of the might of the conquerors upon the natives. It seems likely, too, that the fine road westward from Colchester, the Essex Stane Street (32), may have been made as a route of penetration from the coast, to link it direct with the northward main road, Ermine Street (2), at the important road junction at Braughing. It must be a very early road because the London-Colchester road (3) forks into it at Lexden, before reaching Colchester, in a way that suggests Stane Street as the older of the two.

Ermine Street (2) runs almost due north to Braughing, but is trending a little to the north-east just before reaching it, and this suggests that its original purpose may have been to continue in that direction by road 21b to Great Chesterford and the Icknield Way (333), a most important early trackway which would have provided easy and ready-made access all along the eastern edge of the Fens as far as the Wash. Later, this route was duplicated by an aligned road which starts at Chelmsford (33a), running north-eastward to Ixworth near Bury St Edmunds, and continuing in the same direction to Attleborough (331), perhaps for the subjugation of the western part of the territory of the difficult Icenian tribe. From it, just beyond Ixworth, Peddars Way (33b) branches north-westward to the Wash, running close



to the final course of the Icknield Way, and from its impressively substantial *agger* it seems clear that this road must have been of considerable importance.

Ermine Street (2) then bears north-westward from Braughing and keeps upon a course usually a little to west of north, through Royston, Godmanchester and Stamford, probably designed to keep it just to the west of the Fenland, after which it runs almost due north along the high ground of Lincoln Edge to Lincoln, and beyond to the Humber. The road junctions show that this is the earliest and dominant road throughout, and the branch roads were no doubt added gradually as required. Godmanchester and *Durobrivae*, near Water Newton south of Stamford, were important road junctions on this route; at Godmanchester a cross-route (24 and 57) may perhaps be another road of penetration, running from Colchester, upon an almost direct north-westerly course through Cambridge and right on to Leicester upon the Foss Way, and from *Durobrivae* a route ran eastward across the Fens (25), which is now known to have continued right across northern Norfolk to a small port near Caister, north of Yarmouth (38). Lincoln was joined to the coast of the Wash by a road (27) which appears to be intended as a continuation of the route of Peddars Way (33b) in Norfolk, for though the crossing would now be a difficult one we cannot tell how much narrower it may have been at that time and the courses of the two roads seem definitely intended to link with each other.

From London Watling Street (1) pursues a north-westerly course to *Verulamium*, near St Albans, Towcester, and so to High Cross upon the Foss Way (5) south of Leicester, and it must have served as the backbone of the main penetration of the Midlands. It would have been extended section by section as the advance became effective. The few known branches from it were probably added somewhat later, for even the most important of them, Akeman Street (16) from *Verulamium* to Cirencester, shows clearly at its western end that it was later than the Foss Way (5).

That remarkable road the Foss Way (5) with its long and almost straight course diagonally across the Midlands from Lincoln, through Newark, Leicester, High Cross, Cirencester, and Bath, to near Axmouth, is now thought to have originated, at least through the Midlands, as the linking road along the line of a temporary frontier, covering roughly the good agricultural lowlands of Britain and excluding the more difficult highlands, and the idea is clearly an attractive one. It would probably have been formed by A.D. 47 at the latest. Many of the roads of penetration (47, 41, 1 and 57) seem to lead up to it almost at right angles as though in support.

We have seen that the early fort at Kingsholme by Gloucester was occupied by 50, and so the roads radiating from it, south-westward to Seamills (541), northward to Worcester (180), and westward towards Wales (60 and 61), must have been at least commenced by that time. It is noteworthy that, after crossing the Foss Way at High Cross, Watling Street (1) changes its general direction more and more to



the westward, instead of aiming north-west, until it reaches its terminus at Wroxeter, as though its original objective had by that time been changed from the north Midlands to north Wales.

Ryknild Street (18), from Bourton on the Water on the Foss Way, through Alcester and Birmingham, Wall near Lichfield, and Derby, to Chesterfield and Rotherham, looks rather like an advanced portion of the supposed Foss Way frontier line, linked through Worcester to Gloucester by the branch road (180) to the south of Birmingham at a later stage, but all this awaits actual proof. We are here entering the highland zone where penetration was gradual, and the roads were no doubt added section by section as the supporting forts and stations were established.

The probable stages of this penetration have recently been studied by Mr R. W. P. Cockerton for the area of the north Midlands.\* He shows how the roads were designed in each length either to run along a newly advanced piece of the frontier, or else to extend roads in the rear so as to reach the frontier from behind. This piecemeal development accounts for some of the changes in the general direction of what now appear as long-distance routes, such as Watling Street west of High Cross or Ryknild Street north of Derby. This process had probably taken the northern frontier to the line Chester-Manchester-Doncaster-the Humber by about 73, for it seems clear that the Brigantes, the powerful tribe in north Yorkshire, were subdued during the governorship of Cerialis which ended in 74. Meanwhile the campaigns in Wales must have been supported by a similarly gradual growth of the road system there, and the conquest of north Wales was completed by Agricola very soon after, about 77/78.

The way was now clear for concentration upon a northward advance up the narrower part of Britain, supported at various points by contact with the sea for supplies. It is to this period of Agricola's leadership that we must ascribe the construction of most of the trunk roads northward into Scotland (7, 8, 87, and 9), for his campaign had reached Strathmore before he was recalled in 81, and these roads must have been in existence or under construction by then.

In Yorkshire, as has been mentioned previously, it seems likely that the trunk road Dere Street (8) was preceded by a parallel road (80) a few miles to the east which seems to be of slighter build. It is possible that this may represent the earlier road constructed during the Brigantian campaign and passing a little to the east of their main centres, replaced after the conquest by the main road passing directly through or close to them. In Lancashire, on the other hand, the second northern road (70) runs in easier country nearer to the coast and seems on that account more likely to be somewhat later in origin than the trunk road (7), although this is not certain. From the way in which the important linking road over Stainmore Pass

\* *Derbyshire A. & N.H.S.J.*, 1953, 67.



(82) joins the western road (7) at Brougham, near Penrith, in the middle of its alignment, it seems clear that this trunk road was in existence before the construction of the link. It may very well be that the extremely difficult and hilly route of the western road through north Lancashire and Westmorland may have caused the early construction of the alternative linking route (82) for traffic from the south to Carlisle and beyond, very much as traffic prefers this route to this day.

In the zone of Hadrian's Wall the Stanegate (85) between Corbridge and Carlisle antedates the Wall and formed part of the Agricolan system, but the other roads thereabouts are mostly related to the Wall (built in 122-6) or its later stages of development as a defended frontier, long after the roads of the Agricolan campaign in Scotland had been made.

The routes into Scotland were evidently designed to make contact with the eastern coast at suitable points. Thus the central part of Dere Street (8e, f) is duplicated by another trunk road (87) through eastern Northumberland to Berwick upon Tweed, which for much of its course lies within easy reach of the coast, and Dere Street was connected to it at a half-way point by a branch (88) from the fort at High Rochester in Redesdale. Both the main routes (7 and 8) were designed to terminate on the shores of the Firth of Forth near Edinburgh, and the most northerly road (9) linked the Firths of Forth and Tay, continuing up Strathmore within fairly close distance of the east coast. It is not yet clear how this last road was connected with those from the south, presumably near Edinburgh, for the Antonine Wall and its Military Way (90) had not then been constructed, and were not added to the system until c. 142.

The other branch roads in southern Scotland were designed to connect the important fort at Newstead on Dere Street, near Melrose, to the western road, near Lockerbie (89) for Dumfries-shire and near Carstairs (79a) for Lanarkshire respectively, continuing towards the south-west coast (76, 77), the Ayrshire coast (79b), and the Firth of Clyde (78), and these too belong to the Agricolan period.

### MILESTONES

It seems that Roman roads were generally provided with milestones, although relatively few of them have survived. Where inscriptions appear on them the most important purpose seems to have been to show the laudatory title of the reigning emperor, and the mileage and destination quite a secondary consideration. Succeeding emperors were often commemorated either by a new inscription upon another face of the stone or by another stone set up nearby. Thus the inscriptions are of some value in showing the date at which imperial interest in the roads was active,



although self-advertisement may have been largely involved and a practical interest in road maintenance should not be inferred too freely.

In Britain the existence of only 63 milestones is known, and a list of them is published with the Ordnance Survey Map of Roman Britain (3rd ed.). Of these, 21 occur in the South and Midlands, 13 in Wales, 28 in Northern England and one in Scotland. Five of those in the South are found at sites near the coasts of Cornwall, far removed from any Roman road so far known, and a few others are similarly detached in other areas. Full details of the Welsh examples have been published as an appendix to *The Roman Frontier in Wales*, contributed by R. P. Wright, and they serve as a convenient illustration of the limited value of the stones, for the author points out that, while stones bearing the names of subsequent emperors may be evidence for repairs, no safe conclusions can be drawn from them as to how the cost of road maintenance was met. On the Welsh stones there is only one case of mileage being shown.

A good example of such milestones is that found near Llanfairfechan on road 67c and now in the British Museum. It is a stone cylinder 79 inches high and 19 inches in diameter. The inscription gives the Emperor Hadrian's titles in the customary abbreviated form, followed by the mileage, thus:

IMP CAES TRAI / ANUS HADRIANUS / AUG P M TR P / P P COS III /  
A KANOVIO / MP VIII

'The Emperor Caesar Trajan Hadrian Augustus, Pontifex Maximus, with Tribune Power, Father of his Country, thrice Consul. From *Kanovium* [Caerhun] 8 milia passuum [miles].'

It is obvious that such inscriptions have but a limited value to us in studying the roads.

#### CONSTRUCTIONAL OBSERVATIONS

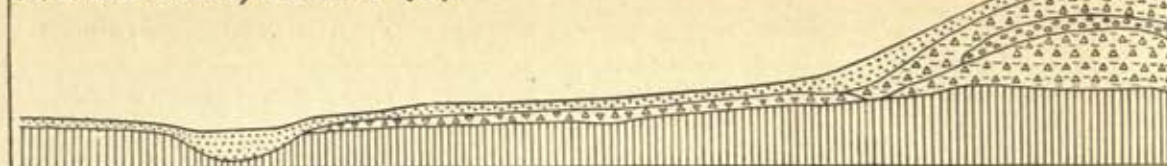
(See the selected sections on pages 230-1)

Although we have attempted to set out in Chapter 1 of Volume I the main principles of construction which were followed in the building of these roads, it may be of use to include here the impressions gained by an observer who is in a position to consider them from personal observation of the entire system.

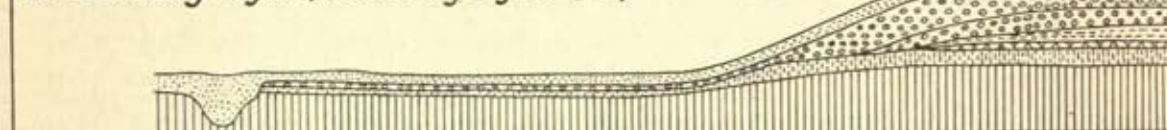
First of all we should bear in mind that, as has just been shown in the preceding section, the whole network of main roads, apart from those added later for local defensive or commercial purposes, was constructed during the military advance between the years A.D. 43 and 81, a period during which Roman roads were constructed in the grandest style wherever in the Empire they were required. Thus the



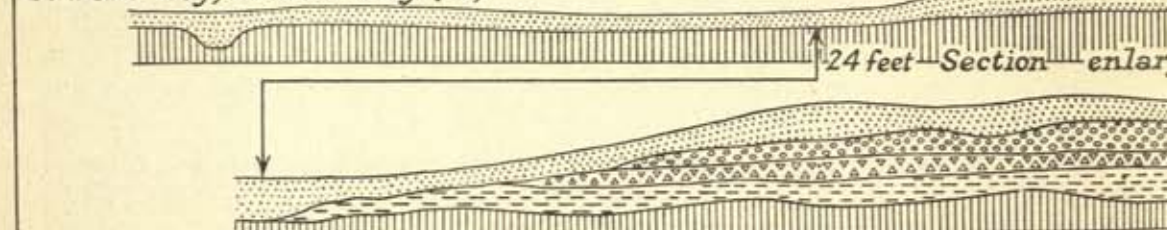
A. Stane Street, Gumber (15)



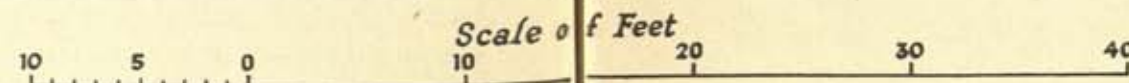
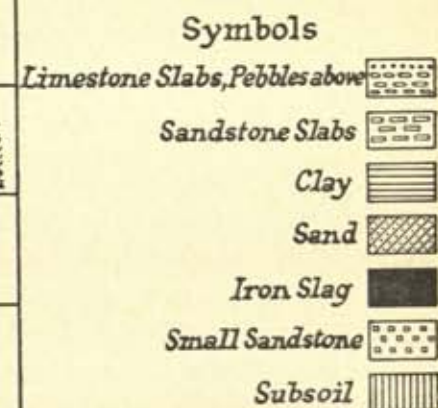
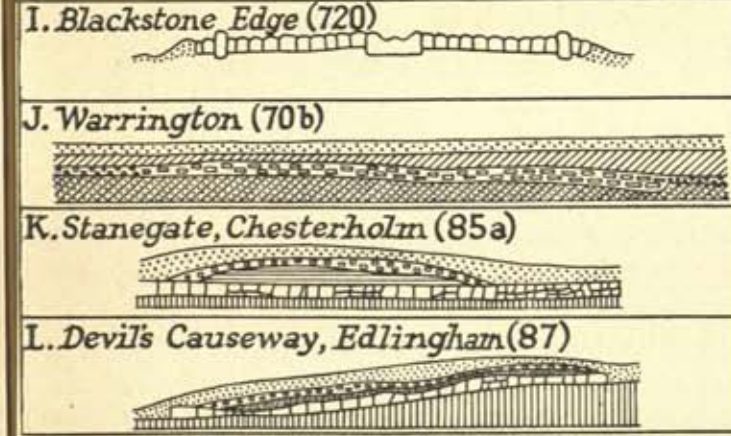
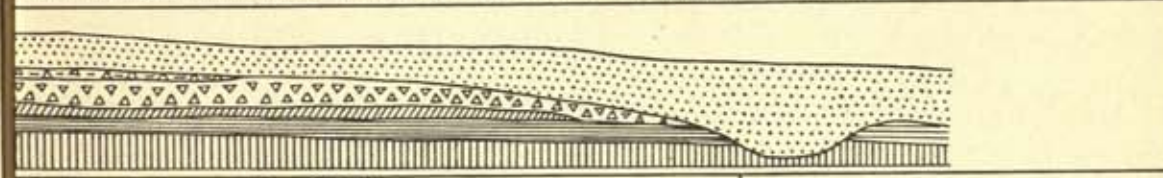
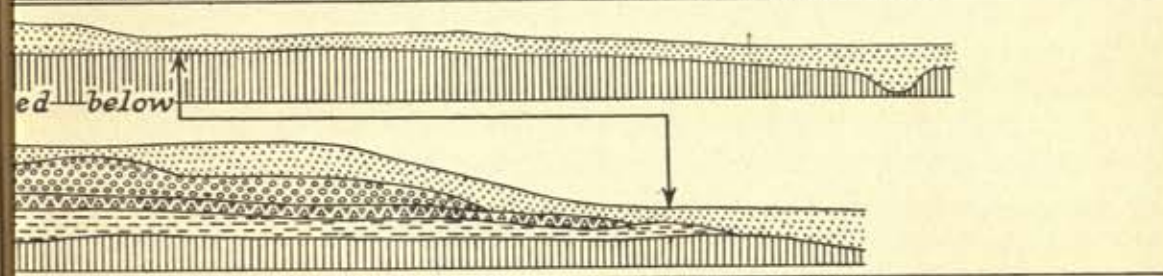
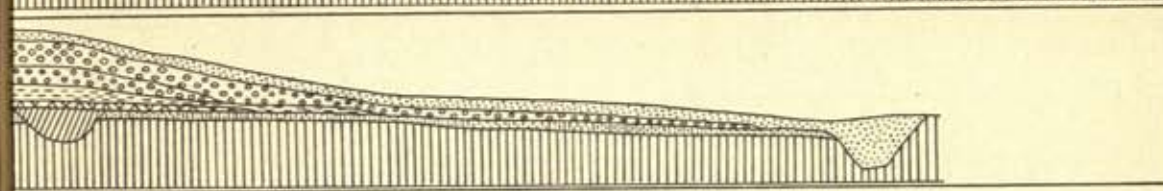
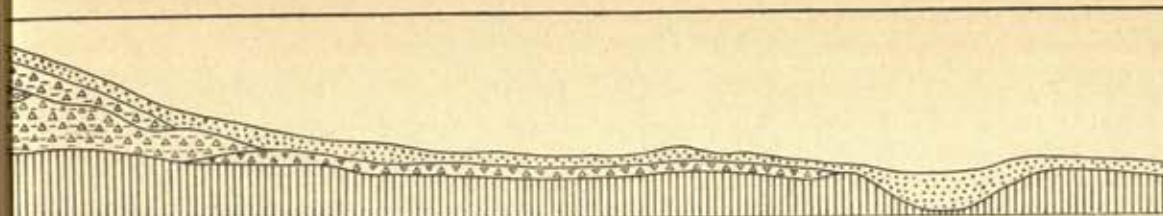
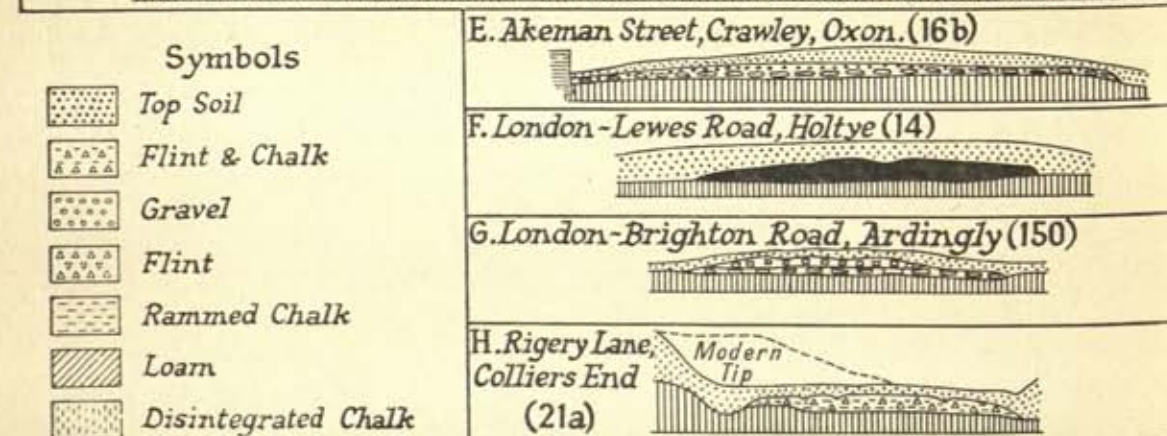
B. Ackling Dyke, Bokerley Dyke (4c)



C. Port Way, Newton Tony (4b)



D. Ermine Street, Ware (2a)



# TYPICAL ROAD SECTIONS

These sections have been selected as typical of the construction to be generally looked for (except I, a special case). A, B, and C are main roads with an elaborate *agger* built up in layers of local material and having widely-spaced boundary ditches

about 84 feet apart, separated from the *agger* by a flat and usually unmetalled space. D shows a similar large *agger*, but wider and without the side spaces, perhaps because it was on a river crossing and the ditches were for drainage. E, F, and H show a much simpler type of road, with a single

layer of hard material laid directly upon the subsoil, usually with ditches at the sides. I, with its magnificent heavy paving, is just a special case of this sort. G, J, K, and L are perhaps the most characteristic type, especially in the stonier districts, having a foundation layer of heavy stones

with a surfacing of finer material above, often with a soft bedding layer between.

For references see under the appropriate road division. The enlarged central portion of section C is on approximately three times the general scale; further details of it are in the Addenda, p. 259.



roads in Britain may rightly be expected to exhibit the best features of the construction normally employed at that time, subject only to the materials locally available.

The most striking thing about the roads almost everywhere is the consummate ability shown by their constructors in choosing the most suitable direct route. Where an important advantage could be obtained by shifting the course a little to the right or left of a direct line between two centres it was generally done, the resulting course being laid out on two or three straight alignments instead of one. By this means it was often possible to carry a road along the high ground between two rivers and to avoid impinging awkwardly upon the wet valley floors. On the other hand it is abundantly clear that what we should consider very inconveniently steep gradients did not deter the engineers from laying out an unyielding direct ascent, one of the most extreme examples of this being the approach of the main road into Lincoln, now considered possible only for pedestrians and steep at that. The reason was presumably that the roads were intended primarily for marching men and pack animals, for whom the most direct route was the best. When carts and wagons had to use these routes, as they certainly did, there would no doubt be abundant man-power at hand, either of troops or slaves, to assist in getting the vehicles over awkward places, a factor which perhaps we are now inclined to overlook.

After these obvious impressions of the general layout the most striking feature is the wide variation in the standards of construction, whilst yet providing throughout what was no doubt a thoroughly effective roadway. Whatever the importance of the route the observer can never tell whether he is going to see the relics of a road constructed upon a great embankment, looking like the traces of a derelict modern railway; or a cambered ridge of so gentle a profile that it can only just be seen across the fields under suitable conditions of crops or light; or else a course that has been ascertained and carefully marked on the maps, from remains now totally buried, although perhaps still perfect under the tilth, and thus quite invisible on the surface.

Until one is used to these vagaries of appearance, the observation of Roman roads can be very baffling indeed, for all these types may, and indeed usually do, alternate with one another upon the same route. It was for this reason that the course of the Sussex Stane Street (15) in its northern part between Ashted and Ewell was for long unknown. This road is normally of the prominently embanked type, but this appearance suddenly ends near Ashted and the road northward to Ewell has become totally buried, although still constructed most robustly with heavy flint metalling. There seems to be no adequate reason for the change of character at this point, but it effectively hid the road from earlier observers until modern methods of discovery and the excavation of sections revealed it. Again, upon the Foss Way (5) between Bath and Cirencester, which is still clearly traceable as a



road or lane for practically the whole distance, there are several points at which the character of the road shows a most definite change from one built upon a high embankment to one strongly metalled but relatively flat, and there seems to be no definite reason such as the ground levels or wetness to account for this. In other cases, such as Ackling Dyke (4c) south-west of Salisbury, or Peddars Way (33b) in north Norfolk, the entire length of the road is built upon an impressive embankment although running mostly on high and dry land.

Again, some roads that are obviously important routes are almost wholly invisible although the courses of them have been accurately traced and mapped. A good example of this is the Devil's Causeway (87) in Northumberland, where the road was very solidly constructed with a strong foundation of boulders to support the smaller metalling above, yet it rarely seems to have been much, if at all, raised and is now hardly visible.

The conclusion one draws is that very considerable latitude must have been allowed to the engineers in the actual building of the road, and that the form of it depended very much upon the judgment of the man in charge of each short section. Perhaps in some cases, such as that of Ackling Dyke (4c), or of Roman Ridge north of Doncaster (28b), some overriding instruction to make the road impressively high was issued at the start of the work.

In hilly districts where the roads were obliged to conform to the topography, long alignments are necessarily absent, but even there it is usually noticeable that they are built in a series of short straight lengths rather than as true curves. However, in such situations it is often likely that an early trackway was followed and improved to Roman standards, and in these cases the course of the road will be truly winding but may show some straight lengths in a few places, together with the usual indications of Roman make-up. These conditions make the recognition of Roman roads in such areas a much more difficult matter than in open country where the long alignments are easily picked out. In hilly regions, too, the roads are sometimes much narrower, especially where they run as terraces along a hillside.

Well-graded terrace roads are very frequent and quite striking features on the steep escarpments of many of our downland districts, for they have remained unaffected by the cultivation of the level ground above and below them, which has obliterated the traces of the local roads they served. Their frequency shows how numerous these minor roads must have been in the districts that were farmed. The terraces are marked by the easy and continuous grading on which the engineers planned them, and they now appear as smooth turfed roadways with a slight slope to the outer edge.



## FINDING AND RECORDING LOST ROMAN ROADS

Although in most districts of Britain the principal routes of the Roman roads have by now been recorded, it will be clear from what has been set out in this survey, and from the obvious gaps that still remain to be filled, that there is yet considerable scope for additional discoveries by active field observers. It is, too, most unsafe to assume that the absence of such roads in any part of the map implies that no roads existed there, for it may very well mean no more than that knowledgeable observers have not yet examined the district for such traces. It may therefore be useful to conclude this survey with some observations upon the way to set about an investigation of this sort. The writer can claim to have had considerable experience in the work, whilst establishing the courses of several unknown Roman roads through the Wealden areas of Sussex and Kent where long lengths of them were in the invisible buried form that makes them difficult to trace.

This work does not call for much technical archaeological knowledge beyond an ability to excavate and properly record simple sections in diagram form, and this is only required in the final stages of investigating a route so that the construction of the newly-found road may be properly proved and recorded in the literature of the local or county Archaeological Society concerned. The most important requirements are an eye for country and the probable layout of routes across it, a familiarity with map-reading, and an ability to weigh the evidence of earlier workers who may have published observations in the literature, for it is unfortunately true that not every such communication can safely be taken at its face value. Some degree of intelligent anticipation has necessarily been included in the reports upon partly-known roads which later work with better evidence available may well modify or correct. Some general knowledge of geology is also useful in considering what would be the most suitable course for a road, and also in noting the location of materials for its construction.

*Preparatory work* indoors, both at home and in suitable libraries, is most necessary in the consideration of a possible Roman route before much work is undertaken in the field. Without such preparation it is probable that much time and effort would be wasted through not knowing just where to look for the traces of the road that may still remain, for these are often very insignificant to the eyes of any but experienced observers. They may even be buried below the tilth (cultivation level) of fields and in such cases are only to be found by probing, a valuable aid which can of course only be employed over a limited area.

Information may be obtainable from sources such as these: earlier archaeological literature and old documents; place-names and local traditions; consideration of



the positions of ancient sites and finds; also maps, both early and recent, and air photographs. Field-work is then conducted in the light of any clues obtained from these sources, which may ease the search very considerably.

The publications of the county and other local archaeological societies should always be carefully searched, for scraps of local information, obtained perhaps during building excavations or road works, may prove to be of a value not recognized at the time they were recorded. County histories and other books of the kind may also help. It is, however, most remarkable how these publications, and the communications included in them, vary in value from district to district, dependent as they necessarily were upon archaeologists of very different capabilities and interests. Thus in some counties most detailed accounts of individual roads are available, whereas in others, notably some of the Midland counties, one finds little more than a bare summary of the principal well-known Roman roads given in the county histories. This can be clearly seen if the references given in the preceding chapters are scrutinized. Naturally, it is just those areas where the literature is poor that may well provide opportunities for new discoveries when modern methods are employed there.

Old documents are mainly of value in giving early place-names that may provide clues. Pre-eminent among these is the name Street or Streat, with its derivatives Streatham, Stratton, Stretton, and Stratford. The Saxon had little use for metalled roads and when he noticed one he called it a 'streat' and often used it as a property boundary, which became in due course a parish boundary such as we see on our maps. Thus reference to a street in old manorial and other documents may provide valuable clues, and so also the existence of a parish boundary following a road, as has so often been mentioned in the preceding pages. Other significant names are Green Street, Old Street, High Street (when in open country); Ridgeway, The Ridge, Causeway, Long Causeway, Devil's Causeway; names derived from the stony nature of the road, Stan—, Stane, Stanstead, Stone Street; and in Wales Sarn Helen, Fford.

Such names occurring near a possible line of road should certainly be regarded as likely pointers to a new route that may not have received attention previously, and field evidence may well be waiting there to be discovered and recorded.

Field names may be valuable too, and it may not now be widely known, except to country folk, that every field in the land has a name of some sort, be it only Ten Acres, Barn Field, or Hop Garden. Embedded in a mass of such ordinary names, however, one sometimes comes upon hints of value, like Street Field (an almost certain indication of a lost road) or Stony Plat. Old estate plans usually give these names, and they were also included in the official Tithe Apportionment Lists that were prepared about 1840 for every parish. These Lists gave the names, acreage, and usage of every plot of ground, arranged farm by farm, and were



accompanied by maps on a very large scale which are of great value as being the first general series to be issued upon such scales. Copies of them are usually held by the rectors of parishes and may be consulted upon payment of a small fee. Sometimes they are deposited at the Diocesan Registry, and a central depository also exists at the Ministry of Agriculture Tithe Branch. It is not suggested that a thorough search of these lists should necessarily be made, for it would often be fruitless for road work, but if field names are wanted they are usually available from this source.

Local tradition may point to a certain route as Roman and may be useful as a general pointer or as confirmatory evidence, but it should always be accepted with reserve for it is almost certain to be inaccurate in detail, although perhaps containing a grain of truth much distorted by verbal repetition through past generations. The term 'Roman' is used by country people when they really mean no more than 'very ancient', particularly in reference to old mediaeval hollow ways that have been disused since long before modern days, and the field worker needs to beware accordingly.

It is useful to have a map of the district upon which all the known ancient sites and finds are specially marked, since this gives a clear picture of the inhabited areas at that period. The Ordnance Survey's Map of Roman Britain is naturally a good basis from which to start, but its scale is small and for local work a much clearer impression of the actual sites and roads is obtained if the information is transferred to a larger map. Details found recently and put on record in the literature of the archaeological societies should be added. It is useful to note the positions of Roman cemeteries and single burials owing to their custom of burying beside a road, and even the finds of coins may have some significance owing to the practice of including one with every burial, though it should of course be remembered that stray coins were lost and buried in many other ways. For obvious reasons, too, temples were usually placed alongside a road.

Roman towns, settlements, military sites and harbours are the obvious terminals for their roads, and any likely alignment of roads, lanes, hedgerows, or boundaries pointing in the direction of such a site should thus be regarded as possibly indicating a road. Where a known Roman road makes a distinct angle for no very obvious reason, such as a change of alignment to suit the ground, it may be worth considering whether a fork or junction may have existed at the point, the other limb being obscured just there but perhaps disclosing other traces farther along its course which may still await discovery.

Familiarity in the use of maps is obviously most necessary in any serious work on Roman roads. The Ordnance Survey maps on the one-inch scale are excellent for getting a general impression of the countryside and of suitable routes for a road, such as along high ground between river valleys. The relative positions of likely



road objectives such as settlements and forts can also be studied conveniently upon this scale, and significant alignments of lanes, edges of woods, and parish boundaries picked out. As has been mentioned previously, these boundaries are often useful clues, and it is important to get one-inch maps that show them clearly, usually as rows of very small dots, but the 6th edition of this Ordnance Survey map introduced in the northern half of England a most unfortunate new symbol for them, a grey continuous line which becomes totally invisible where the boundary follows some other feature such as a road or woodland border, as it so often does. Luckily, the unsuitability of this symbol was soon recognized, and with the 7th edition a return to the old dotted sign was made, so wherever possible the older edition should be avoided by road workers in the north.

It is useful to compare the modern map with those older maps, usually published for one county only, which are available on scales similar to the one-inch at various dates back to the late eighteenth century. They show the road system as it was before some of the alterations and improvements of the coaching era were made, and are thus especially valuable in removing from our consideration some of those straight lengths of road that were constructed during this period under turnpike acts and which provide tempting-looking booby-traps for the unwary Roman-road hunter. They also show pieces of road that have since disappeared or gone out of use, perhaps because of a steep hill or wet place, and will thus direct attention to traces that may still await inspection on the ground. Very careful inspection and comparison of the maps is necessary in doing this work, for at first glance the road pattern strikes the eye as being unchanged, and it is only upon closer inspection that the significant details will be noticed. Maps of still earlier date can often be seen, but they are not of much assistance to road work since they usually show few, if any, roads and little detail.

Old estate plans are often of great value, both for the detail they show upon their relatively large scales, and for the field-names provided, while they are often most beautifully drawn and coloured. They were quite frequently prepared in the eighteenth century, and many earlier examples are known. The Tithe Maps of 1840 vary greatly in scale and in execution, and usually lack the fine finish of the good estate plans, but they too are of great value.

The Ordnance Survey's six-inch map is the basis that will normally be used for detailed road work, for the size of the quarter-sheets and the scale make this map perhaps the most convenient of all for the field worker who is examining a fairly restricted area. If preferred, there is now a useful 2½-inch scale that includes most of the detail but not all the place-names of the other, and for very detailed work in a small area the much larger 2½-inch map is available but is less convenient to carry about. The 6-inch map was first published by counties in large sheets beautifully engraved, and it is sometimes useful to compare this old edition with the modern



map; later the sheets were divided into the quarter-sheets we now normally use, and this accounts for the somewhat complicated system of numbering them. The map is now being rearranged upon a uniform system of sheets based upon the National Grid lines, which will replace the quarter-sheet series.

It is most necessary that a complete set of sheets of the 6-inch map to cover the route of a suspected Roman road under examination should be obtained quite at the start of the work. The additional detail of field boundaries, tracks, etc., will almost certainly throw more light upon the route—if it is a real route—than could be seen upon the small-scale map.

If part of the alignment of the road is known already, or when portions of it have been discovered and their exact positions fixed upon the map, it will be very helpful to mark the alignment with a fine pencil line across all the 6-inch sheets that it is expected to traverse, so as to have a working base-line along which to seek for further traces, perhaps by probing. Owing to the curvature of the globe, the map sheet-lines are not accurately straight, and a very long alignment laid down in this way would be inaccurate unless plotted by reference to latitude and longitude. However, for a few sheets, such as will normally be all that one alignment will be concerned with, the method is accurate enough for the provision of a working base line which is all that is needed in the search for actual evidence in the field, and it will save a lot of useless hunting in the wrong places.

Air photographs are a new and very valuable adjunct to the maps. Not only do they serve as maps showing far more intimate detail, such as individual trees and small tracks, than any printed map can do, but they disclose the presence of the actual antiquities themselves even when these are almost, or even entirely, invisible to an observer walking over them. They do this in two ways: by crop-marks due to the differences in the growth and ripening of crops over filled-in ditches or soil that is different in quality, texture, or solidity from that normal to the field; and by shadows (when photographed under a low sun early or late in the day) cast by tiny irregularities in the ground surface caused by the presence of banks or ditches almost flattened by cultivation. Under favourable conditions antiquities are revealed in this way to an extent that looks almost magical, for the small differences of tone that are so clear when seen in the photograph are invisible to a ground observer, and moreover he cannot see the outline of the whole antiquity in correct relation as is possible in the photograph.

In road work we may expect to see as crop-marks the light streaks due to the parching of grass, or the earlier ripening of a crop, above the buried layer of road metalling, examples of which appear very plainly upon some of the plates in this book. Silted-up ditches are also indicated by reason of the different vegetation growing over them or the lusher growth of grass, and the marks so caused are usually dark lines in a grass field or crop, but may be light-coloured on heaths



where the greater depth of humus favours a grassy growth instead of the dark heather. The embankment of the road, even when so flattened by ploughing as to be scarcely visible on the surface, may be enough to show clearly by its shadow in a low sun, and so too may the ditches. Evidence of the former existence of old hedgerows now levelled, and of old tracks long since gone out of use may also be clearly shown.

Except for a general reconnaissance to see whether a particular suspected route follows a suitable line of country and is likely to be worth investigating, all this preliminary work should be done to some extent before any detailed field examination is attempted, otherwise much time and energy may be wasted by searching in the wrong places. Later in the work the various methods will of course be in use together.

It must be realized that the complete examination and recording of the course of a Roman road is a work that takes much time, involving a series of visits with sufficient time between them to allow of further supporting work being done. Thus it can really be undertaken effectively only by an observer resident in the locality who can get to the route without undue loss of time. Frequent visits are usually needed to establish the exact route, all parts of which *must* be seen by the investigator in person, for difficulties, and local bends to avoid them, may lurk in unexpected places such as small wooded valleys that look quite inconspicuous from the neighbouring fields.

*Field-work* therefore usually consists in the examination of an alignment already suspected by other means. It has three distinct parts: (a) the general reconnaissance; (b) detailed examination of the route when found, and (c) the excavation of sections for purposes of record of the construction and proof of the character of the road.

The *general reconnaissance* should be made as early as possible, perhaps before much indoor work, apart from a general map inspection, has been done. Its purpose is to test the general suitability of the line on the ground, and to make a quick search for any quite obvious remains that may still exist at the most likely points, such as by pieces of lane, hedgerows, etc., that show signs of being in alignment. Nothing detailed should be attempted at this stage, as it is important to get a general idea of the whole line and support for it at as many *distant* points as possible.

The *detailed examination* of the route must then be made, piece by piece, and this is by far the largest part of the field-work. With any luck, the reconnaissance will have shown the existence of definite traces at certain points, and from these it will have been possible to lay down a working alignment in pencil on the six-inch maps as described above. It is then a matter of searching on the ground along this line to fill in the gaps with such other evidence, such as scattered metallurgy or buried remains of the road, as may still exist. Obviously it is best to work outwards from any points already proved, but if the gap is very long and the evidence or the work-



ing alignment uncertain it may be useful to make a cast forward in the hope of getting something quite certain farther along. Otherwise there may be a risk of being led off the correct line, perhaps by traces of metalling scattered by ploughing, and the establishment of a definite point in advance will prevent this.

The significant indications to be looked for are generally of two kinds, topographical and constructional. The former are due to the alignment, which makes an artificial feature in the landscape and may remain sufficiently intact to show up plainly on the one-inch map in some places. Signs of this kind include: a straight length of modern road that suddenly turns off and becomes winding, but the alignment continues as a lane or hedgerow; a line of hedgerows continuing accurately straight for a considerable distance, though the boundaries of old estates sometimes do this; lengths of county and parish boundaries, sometimes; a straight modern road that suddenly makes a detour and then *resumes* its former alignment, perhaps with remains of the old road within the detour; a modern road originally straight and with wide verges but now warped (as it were) by the enclosure of small plots in these verges which now make the road appear to wind slightly, almost a sure sign of age in a road; abrupt changes of alignment made on hill-tops; and roads that show a preference for high ground and tend to run in straight lengths.

The second type of indication arises from the actual remains of the road construction, and it will be the main purpose of the detailed examination to look for these. The following are some of the most important:

1. An embankment, usually quite low and inconspicuous, merging imperceptibly into the natural ground level, though it may sometimes be quite striking in height. Metalling may be felt under the surface soil covering it.
2. A faint ridge across a field, often only noticeable in a favourable light.
3. A slight hollow, usually ragged in outline, across a field, showing where the metalled layer has been robbed.
4. Parallel ditches or large hollows which have provided material for the embankment.
5. A distinct cutting, perhaps deepened by water action, where the road descended a hill.
6. Parching of the grass or crops in dry weather above the layer of metalling.
7. Traces of scattered metalling, if the subsoil is not naturally too stony to permit identification.
8. Scattered gravel, if not local.
9. Scattered metalling of artificial origin such as iron slag.
10. Traces of laid stonework, kerbs, cobbles or a foundation layer of stone blocks.
11. An undisturbed layer of metalling, perhaps buried under 6 inches to 2 feet



of surface soil, with no trace showing above and only to be found by probing. It is most likely to be found undamaged near the edges of fields where ploughing is least effective, or at the foot of slopes down which plough soil has gradually worked and thus buried it safely.

12. Exposed sections of the metalling visible in the banks of streams or quarries which have cut across the line.

The search for these traces can best be done conveniently by taking the route in groups of fields, perhaps centred upon a particular farm from which permission to make the examination will necessarily have been obtained beforehand, and too much should not be attempted at one visit. Probing should not be attempted unless the location of the road and its line have been pretty clearly fixed, or much fruitless searching and waste of time will result, but if the road is buried and well preserved the probe will often enable its exact position to be traced across the fields without the need for digging.

Clear traces of such derelict roads must not be expected to remain in every field along the line, nor should the continued presence of the same sort of relics be looked for. There will certainly be gaps where every trace has vanished, and the faint ridge in one field may give place to a hollow or mere traces of scattered metalling in the next. It is the cumulative evidence of a number of such traces along an alignment that is the main object of the search.

Lastly, it may be useful to mention some misleading indications that may be a source of confusion. The following are examples which often occur:

1. Straight lengths of roads across open commons or heath land, which were laid out by modern surveyors in place of the old rough tracks. They also occur where commons have been enclosed and are now covered by fields, but their straightness ends abruptly at the edge of the area so laid out.

2. Ancient boundary banks of large estates, especially old deer-parks, which may run straight for a mile or more, often with an unusually large bank though it is generally much too high and steep-sided to look like a true *agger*.

3. Parish boundary banks, especially across heaths, which are sometimes quite recent although others are old.

4. The earthworks of abandoned railways, or of mineral lines from quarries, etc.

5. Old surface diggings for stone or ore, which often follow the line of an out-crop of the stratum and thus appear to lie upon an alignment.

6. Old hollow ways, and especially the ridge between two adjacent hollows which has the rounded profile similar to that of an *agger* but usually too steep-sided.

7. Dumps of stone collected off the field, which may look very like a short length of stony *agger* beside the hedge.



### 8. Plough-banks or lynchets.

The final stage of field-work consists in the excavation of complete sections across the road at a few points selected because the remains appear likely to be well preserved there. It is not of much use to dig them where the road has become so badly damaged that only fragmentary traces remain. In the course of the work it is probable that points suitable for examination will have been noted and permission can then be sought for the excavation to be made. Obviously such work should never be done, or trenches left open unattended and unfenced, unless the owner or tenant has given permission. Sufficient sections should be dug to prove the road definitely upon each of its alignments and to show the general character of its construction, or of any features of special interest, but it is not necessary to do more than that.

It is important to trace definite *edges* to the road on each side of the metalling, especially in districts where only small stones or gravel are available, for it is these edges that distinguish the road layer from a natural deposit of gravel unless the road has a distinct camber. Roman roads were often quite heavily cambered but sometimes the metalled surface was practically flat. In the districts where larger stone is available it is very usual to find rows of big stones placed along the edges of the metalled layer to act as kerbs and to hold the material together, and another similar row may be placed like a spine down the centre of the road, usually covered by the finer surfacing gravel, presumably for the same purpose.

In preparing to excavate a section it is important to see that it will be cut exactly at right angles to the course of the road, otherwise a distorted section giving an incorrect idea of its width will result. A sight should therefore be taken along the line of the road and the trench then laid out square with this. As it is not always clear just how far outwards the road construction extends, it is usually convenient to start digging on the crown of the road and to work outwards. When definite edges to the metalled layer have been located it is not necessary to carry the trench more than a few feet beyond them, unless there is a large embankment which may extend some distance beyond the actual metalled roadway and, as part of the construction, must be included in the section. In some places, as has been mentioned previously, Roman roads have small shallow ditches parallel to the roadway and distant from the metalling by about its own width, and where present these ought also to be recorded in the section, but except upon favourable soils such as chalk or stone, or on heath land, they will probably have been obliterated by cultivation. The spaces between the ditches and the metalled road are usually left in their natural condition, just like the verges of our existing roads.

In excavating the section the digging should first be carried down to the metalled surface, leaving this undisturbed. Sometimes on minor roads this surface layer of small stones is quite thin, and it may be cut through and spoilt if digging is carried



out too hastily. Care should always be taken not to disturb the stones of a metalled surface until it has been cleaned by the more delicate use of a trowel and brush, and then recorded by photography. Afterwards it should be cut through and the excavation carried down layer by layer, if there are several of these, till the natural subsoil is reached, the character of each being duly noted together with the exact position of any finds or special features such as kerbs. A sharp look-out should be kept for any datable relics, such as pottery or coins, for these may provide valuable evidence for dating the construction of the whole road.

One face of the trench should now be carefully cleaned for photography, and pegs inserted to outline the layers noted. If possible, photographs should be taken from each end of the trench at both stages of the excavation, and something, a spade or measuring-rod, included in the view to give a visual scale. After this, the section must be fully measured so that it can be drawn in diagrammatic form. A line is stretched quite taut just above the trench and adjusted until exactly level when tested with a spirit-level, and a measuring-tape is laid out beside it. Perpendiculars are then measured at one-foot or two-foot intervals all along it from the levelled line to each of the layers of material and to the present ground surface and subsoil. The figures are conveniently entered in the notebook, giving a line to each layer in the order reached, from the surface downwards, and from them the diagram can then be drawn comfortably at home, though it is desirable that this should be done whilst the visible details of the section are still clearly in the excavator's mind.

With this work the field examination of the route will normally be completed, and the next stage is to prepare a written report which should be published in the journal of the appropriate local or county archaeological society as soon as this can be arranged. If prompt publication does not follow field-work the information obtained is valueless, and, moreover, other workers are being deprived of it.

In dealing with the course of a road, although it is necessary to give a verbal description of the state of the remains discovered, this will be very difficult for a reader not intimately acquainted with the terrain to follow unless it is illustrated by suitable maps. The selection of these and the preparation of such parts of them as it is considered necessary to reproduce is a matter needing very careful attention if the best results are to be obtained without undue waste of space and the resulting expense. Even if suitable maps are chosen it is surprising how ineffectively the information is sometimes presented to the reader, through the hand-printed notes being shown too small to be legible or insufficiently descriptive, or even with the use of symbols which are not adequately explained. The scale and north point should always be clearly shown.

It is usually convenient to give a general map of the whole route, so that its layout in relation to the surrounding sites and roads may be clearly appreciated, and



this may be on the half-inch or quarter-inch scale. Then for the field-by-field detail a series of strips of the six-inch map, covering just the immediate vicinity of the road, should be given. Upon these the course of the road should be marked in as accurately as possible, using the two symbols:

Course certain ————— Course inferred - - - - -

Remarks upon the condition of the remains found should be shown on these maps, together with the positions of any sections excavated, which may be conveniently indicated by a cross-bar, thus: ———|—————

By careful arrangement it should be possible to get these maps planned so that they will fit into the area of the printed pages, but *before* they are prepared it should be definitely agreed between the author and the editor whether they will be printed full size or upon a reduced scale. Unless this is done, the notes added upon them will appear too small to be legible in a reduced reproduction and will then be entirely valueless. When one reads many archaeological publications it is pathetic to see how often this has occurred, usually nowadays through the almost frantic efforts of the editors to reduce the ever-rising costs of their publications, but this is an economy that should be firmly resisted. Full-scale reproduction of the chosen parts of the maps should always be envisaged if possible, so that the printed details are clear and the added information readily compared with the detail of the ordinary Ordnance map.

The preparation of the map strips is work that takes quite a lot of time and it is important that it should not be hurried. The more care that is taken over the correct placing and wording of the notes and legends and the insertion of place-names cut out perhaps by the edges of the map strip, the more informative it will be to the reader. Such maps make the whole work much more interesting to persons who, whilst anxious to study the matter, may not be acquainted with the details of the local topography.

The written description of the route which the maps will illustrate may, like the field work itself, be conveniently divided into three parts: (a) an introduction giving the information that led up to its discovery, including any traditional evidence, documentary references, and any other details that will not be dealt with in the account of the field-work; (b) a detailed survey of the route; and (c) a constructional portion giving descriptions of the sections excavated, the materials used, and any details calling for special notice.

The detailed survey of the route is particularly important and should give an account of the actual state of the remains, field by field, as fully as possible, including any measurements from the corners of buildings or hedgerows that will help in fixing its position accurately. Remember that much of this evidence may be destroyed at any time by building development or similar disturbance, often at such



short notice that no one is on hand to record the evidence then disclosed, and that future workers may depend entirely upon the description thus provided. We often deplore the vagueness of the style in which earlier antiquaries wrote their reports, thus depriving us of much valuable evidence that was visible in their day but not recorded in sufficiently accurate detail, so we can at least endeavour to avoid this now. It is best to start at whichever end of the route is the most convenient for the description, and then to work methodically along it describing any details, visible or buried, which are of value as evidence. When giving measurements of the position of the road, they should be taken from reasonably lasting objects in the landscape, such as permanent buildings or the corners of hedgerows and woods, and transient or movable objects, such as haystacks, chicken-houses or small sheds should be avoided for this purpose.

The constructional section of the account, giving details of any excavated sections, will then follow.

#### FUTURE WORK

Readers will now be well able to appreciate how many gaps in our knowledge of the British Roman roads still remain to be filled, and it cannot be too strongly emphasized that in no district should finality be regarded as having been achieved. New discoveries are constantly being made, as the Addenda in this volume show, and there must be many minor roads yet to be found, although such roads are often difficult to prove as being Roman. The work of discovery is bound to be undertaken piecemeal, depending as it must upon suitable observers able to carry it on in any district.

In London itself much remains to be done in proving the courses of some of the main roads, such as Watling Street (1c) in the south and the Aldgate-Old Ford road (3a) in the east, as well as the street plan in the Roman city itself, but this will no doubt only be possible during the excavations for new buildings and street works.

Some obvious gaps remain to be explored and filled in the south: to the south-east and north-east of Silchester; possibly to the east of Winchester; in western parts of the New Forest; in north Wiltshire near Kingston Deverell where the Badbury Rings-Bath road (46, 52) awaits discovery near its crossing with the Old Sarum-Mendip road (45); and in Devon and Cornwall it is very likely that more routes will yet be recognized now that roads have been proved to exist to the west of Exeter, which was until lately regarded as the terminus in that direction.

In the Downland areas much useful knowledge would be gained by making a complete survey of Roman terraceways on the steep slopes, for this has never yet



been done and it would add greatly to our appreciation of the intensive network of minor roads that existed among the farms there.

In the South Midlands there are probably other local routes to be found in Berkshire and Oxfordshire; in Northamptonshire there must certainly be routes awaiting discovery around Irchester, and linking that town with the surrounding districts.

On the eastern side it is quite certain that much remains to be done in Essex, especially in the south of the county where all too many routes have already been suggested as Roman but have not as yet received adequate proof; to the west and north of Colchester there are roads as yet inadequately known, as also in many parts of Suffolk and Norfolk. In the Fens air photography has disclosed traces of intensive farming, with local roads passing between the small irregular fields, but all these roads still await record and inclusion in the system.

In the north-west there are still gaps in the known roads of Staffordshire and Cheshire, and other routes may well await discovery; in north Lancashire, between Lancaster and the Lake District, the roads are very inadequately known; and in west Yorkshire, north-west and west of Skipton, there is much room for further work.

In Scotland so much advance has been made quite recently in the discovery of Roman forts by air photography that there has not yet been time for the roads connecting them to be properly worked out, and much more information will undoubtedly be forthcoming there, especially in Dumfriesshire and neighbouring counties. On the eastern side the roads radiating to the west and north-west of the important fort at Newstead, near Melrose, are as yet imperfectly known. Near Edinburgh it is greatly to be hoped that the obvious gaps in the final stretches of the main routes 7 and 8 as they approach the Firth of Forth will soon be tackled and filled, and other roads proved that must have linked these to the northern road (9) before the later Antonine Wall and its road (90) were made. Roads between Glasgow and Dumbarton and near the Firth of Clyde are also very probable.

In Wales especially there is still much work to be done, for the military sites are well-known and yet many of the roads linking them are only traced for short distances, while surprisingly little advance has been made in our knowledge of these roads over the last fifty years, showing that insufficient attention has been paid to this branch of field-work there.

Thus there are still many opportunities for useful and very interesting work upon our Roman roads, and it is hoped that many readers may be encouraged by these pages to try their hands, and eyes, at adding to our knowledge of the subject in their own districts.



## Appendix

### THE ANTONINE ITINERARY IN BRITAIN

A VALUABLE AID to the identification of Roman place-names in Britain is provided by the Antonine Itinerary, or *Itinerarium Antonini Augusti* in its original title. This work appears to have been prepared for the information of official travellers, giving the places and staging points, with distances, along most of the chief and some minor roads all over the Roman Empire, very much in the manner of our modern route-sheets. The original work appears to date from the end of the second or beginning of the third century, but the texts that have come down to us would no doubt be derived from later copies into which some errors have crept.

The earlier antiquaries gave much scope to their imagination in attempting to identify the places given and in reconciling the distances where these seemed to show discrepancies, and it is unprofitable now to pay much attention to their efforts. Later information has allowed nearly all the place-names to be satisfactorily identified, and it is then clear that, save in a few special cases most of which have been discussed in the foregoing chapters, the distances fit in quite reasonably. Thus of 153 stages given (excluding those repeated in error in *Iter XII*), of which 13 are doubtful or imperfectly stated, no less than 99 agree within 1 mile of the actual distance, or 117 within 2 miles.

It should also be borne in mind that the Roman mile was somewhat shorter than ours, for it was based upon the 1,000 paces of a runner's stride of five feet. In practice the mile seems to have measured about 1,680 English yards, so that for distances up to ten miles the discrepancy is inconsiderable, even up to 20 miles it would only amount to about 1 mile, and most of the Itinerary stages come within this range. One might therefore expect the distances to appear generally longer than in English miles, and in the stages that can be regarded as certainly fixed this is traceable upon analysis. Thus of the 117 stages in good agreement, those higher than the English mileage by 1 and 2 miles respectively total 28 and 11 compared with 14 and 7 for those similarly below it, while 57 stages give identical distances.

The texts of the whole Itinerary were collated by Wesseling at Amsterdam in 1735, and this provided the first authoritative edition. It was again studied exhaustively by Parthey and Pinder,\* who published their edition of it in Berlin in 1848,

\* *Itinerarium Antonini Augusti et Hierosolymitanum*. G. Parthey and M. Pinder, Berolini impensis Frederici Nicolai, 1848.



and this remained the standard work upon it until quite recently, when it was re-examined by Otto Cuntz and published by Teubner in 1929 under the title *Itineraria Romana, Vol. I, Itineraria Antonini Augusti et Burdigalense*. This gives the routes based upon the text of Wesseling with other readings noted, and the editor's introduction and comments given in Latin.

All this work goes to show that there is in fact comparatively little amiss with the portion of the text relating to Britain (naturally a very small part of the whole work), so that we are justified in accepting its statement of place-names and distances with considerable confidence. Cuntz's text differs from that of Parthey and Pinder, which is the one appearing in Codrington's book, only in four items of distance, and those by but one mile in each case, and by a few trivial differences in the spelling of place-names which were no doubt somewhat variable in any case. It is reassuring to find that an up-to-date commentator has found so little to adjust in the most acceptable text of the Itinerary. Since the distances as given by Parthey and Pinder were used here in Volume I it has seemed best to adhere to them in the tables given below, with the few differences by Cuntz duly noted.

The place-names are usually given in the locative case, but sometimes in the nominative or accusative, and, as it is not always possible to tell from these what the correct form in the nominative would have been, it has seemed best to leave them in the form given and the reader should bear this in mind.

The *Iter Britanniarum* begins with a statement of the distance from *Gessoriacum* (Boulogne) to *Portus Ritupis* (Richborough), thus suggesting that this rather than Dover was the principal port of entry. This distance, as in other sea crossings in the Itinerary, is given in *stadia* instead of miles, a curious convention since the *stadium* measured only about 200 yards, so that nearly 9 of them would go to a mile, and give inconveniently large totals for long distances.

In Britain the Itinerary is divided into fifteen sections, each starting with the word '*Item*' and a statement of the total distance from terminus to terminus in miles, '*m.p.*' for '*milia passuum*', ending with the word '*sic*', for 'thus' or 'as follows', after which the intermediate places and distances follow in a list, one stage to each line. The separate journeys are not numbered in the original but have for so long been known as Iters *I* to *XV* that it is convenient to retain the system.

The most obvious discrepancies in the text evidently occurred very early in its life, for the various versions of it do not afford any solution. The only large one is caused by the repetition of Iter *XV* as part of Iter *XII* where it is quite out of its context, due probably to confusion between two separate places called *Muridunum*, in Wales and Devon. Five cases occur where the distances given cannot be reconciled with the route that must have been followed and some emendation is necessary: in Iter *I* the last three stages, VII, XIII, and XXV, should probably be read as XVII, XIII, and XV, through misplacement of an X in copying; in Iter *II* the



distance of the stage to *Mamucio* (Manchester) now XVIII, should be XXVIII unless a stage has been omitted, as evidently occurred in Iter XIII, and in the same Iter *Vagniacae* should probably be read as VIII instead of XVIII; in Iters XII and XV the stages to *Vindogladia* and *Durnonovaria* should be read as XXII and XVIII instead of XII and VIII; and in Iter XIII it is evident that a whole stage of XVIII miles has been omitted between *Durocornovio* (Cirencester) and *Spinis* (Speen), probably to a station at Wanborough. But these blemishes are relatively very small. In Iter VII, although *Clausentum* (Bitterne) is mentioned, it seems probable that in fact the more direct road 420 was followed to Winchester, by-passing Bitterne itself, for the distances then agree well. Problems relating to Iters V and IX in East Anglia were fully discussed in Volume I, Chapter 6, as also that of the Severn crossing in Iter XIV in Chapter 3, and are reconcilable with the Itinerary's text. In this volume some difficult problems of identification occur in Iters I, II, and X, but in very nearly all of them a reasonable explanation is possible, as is shown above or in the tables of the routes below.

Perhaps the most intractable problems are the position(s) of *Mediolanum* (Iters II and X), and those of *Vindomis* and *Muridunum* (Iter XV). The Ordnance Survey's Map of Roman Britain (special map of the Itineraries) places *Mediolanum* at Whitchurch for both Iters II and X, though it must be admitted that the distances between *Bovium* (Holt) and this, XX and  $12\frac{1}{2}$ , in Iter II, and between *Condate* (Northwich) and Whitchurch, XVIII and  $24\frac{1}{2}$ , in Iter X, do not fit well, and in the latter case the distance would fit Chesterton ( $19\frac{1}{2}$ ) much better, as also in continuing the north-west to south-east course of that Iter, and it may well be that two places named *Mediolanum* are involved. In Iter II, if Whitchurch is accepted, the next stages to *Rutunium* (Harcourt Park) and *Urioconium* (Wroxeter), XII and XI, agree reasonably with the actual mileage of  $10\frac{1}{2}$  and 10.

The above map also shows the deviation to *Vindomis* in Iter XV, between Silchester and Winchester, as following the Port Way (4b) westward to the crossing with Road 43 at East Anton and then down this to Winchester, placing *Vindomis* upon the former at St Mary Bourne, the distances concerned being XV and 15, and XXI and  $16\frac{1}{2}$ . The discrepancy in the latter stage seems to leave the matter still in considerable doubt. The position of the Devonshire *Muridunum* is also still uncertain, as was discussed in Volume I.

The distances for the whole of each Iter given at the head of the list are the correct totals of the stages save in Iters II, XII, and XV, and for an error of one mile in IX. In Iter XII the intrusion of the stages belonging to XV no doubt introduced confusion, and in XV two of the stages appear to have defective mileage as given. The very long Iter II is more difficult, for, as we have seen already, several of the stages seem to be incorrectly given and the total stated at the head, 481, is 14 miles short of the total of the actual stages. Adjusting the stages to *Mamucio*



(Manchester) and to *Vagniacis* (Springhead) does not affect the total since the corrections of ten miles each cancel out. We have just seen that the stage to *Mediolano* (Whitchurch), XX against  $12\frac{1}{2}$ , fits badly, and if we could assume that a scribal error of XX for XII had occurred, and that a similar error in the stage to *Magio-vinto* (Little Brickhill), where the mileage is XVII against 12, had been made by writing XVII for XII, this would account for 13 out of the 14 redundant miles, but such corrections can only be guess-work.

# ITINERARIUM ANTONINI AUGUSTI

## ITER BRITANNIARUM

A Gessoriaco de Galliis Ritupis in portu Britanniarum  
stadia numero CCCCL

### (ITER I)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
A limite, id est a vallo, Practorio usque m.p.	CLVI	159	From the frontier, the Wall, to (Brough on Humber)
A Bremenio Corstopitum	XX	$23\frac{1}{2}$	High Rochester to Corbridge
Vindomora	VIII	$9\frac{1}{2}$	Ebchester
Vinovia	XVIII	18	Binchester
Cataractoni	XXII	$20\frac{1}{2}$	Catterick Bridge
Isurium	XXIII	$23\frac{1}{4}$	Aldborough
Eburacum, leg. VI Victrix	XVII	16	York
Derventione	VII*	18	(Malton)
Delgovicia	XIII*	$12\frac{1}{2}$	(Millington)
Prateorio	XXV*	18	(Brough on Humber)

\* It is very probable that Derventio = Malton (on Derwent), and in that case the other identifications are likely too and the distances could best be reconciled by supposing that by a copyist's error an X was displaced downwards in the last three lines which would originally have read XVII, XIII, XV.



## (ITER II)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a vallo ad portum			From the Wall to Richborough
Ritupis m.p. sic.	CCCCLXXXI	486½	Port
A Blato Bulgio Castra			Birrens to
Exploratorium	XII	16*	Netherby
Luguvallo	XII	9¾	Carlisle
Voreda	XIII	12¾	Castlesteads
Brovonacis	XIII	13½	Kirkby Thore
Verteris	XIII	12¾	Brough
Lavatris	XIII	13	Bowes
Cataractone	XVI	19	Catterick Bridge
Isurium	XXIII	23½	Aldborough
Eburacum	XVII	16	York
Calcaria	VIII	9½	Tadcaster
Camboduno	XX	24	(Cleckheaton, Townsteads)
Mamucio	XVIII†	28	Manchester
Condate	XVIII	18	(Northwich)
Deva, leg. XX Vict.	XX	18½	Chester
Bovio	X	9½	Holt
Mediolano‡	XX	12½	(Whitchurch)‡
Rutunio	XII	10½	(Harcourt Park)
Urioconio	XI	10	Wroxeter
Uxacona	XI	8½	Oakengates
Pennocrucio	XII	12½	Penkridge
Etoceto	XII	12¾	Wall
Manduesedo	XVI	15½	Mancetter
Venonis	XII	10	High Cross
Bannaventa	XVII	17½	Wilton Lodge
Lactodoro	XII	10½	Towcester
Magiovinto	XVII	12	Little Brickhill
Durocobrivis	XII	12	Dunstable
Verolamio	XII	12	St Albans
Sulloniacis	VIII	9	Brockley Hill
Londinio	XII	12	London
Noviomago	X	10	(Welling or Crayford)
Vagniacis	XVIII §	8	(Springhead)
Durobrivis	VIII	10¾	Rochester
Durolevo	XIII	13½	(Sittingbourne)
Duroverno	XII	12	Canterbury
Ad portum Ritupis	XII	11½	Richborough Port

\* Including 8½ miles in Scotland, the only portion of an Iter there.

† Originally perhaps XXVIII.

‡ The most likely identification for Mediolano in this Iter, but it is possible in Iter X that Chesterton, Staffs., is indicated, for the distance from Northwich, 19½ miles, is in good agreement whereas to Whitchurch it would be 24½.

§ ed. Cuntz, XVIII. Perhaps the original figure was VIII or VIII.



## (ITER III)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Londinio ad			From London to
portum Dubris m.p. sic.	LXVI	68 $\frac{3}{4}$	Dover Port
Durobrivis	XXVII	28 $\frac{3}{4}$	Rochester
Duroverno	XXV	25 $\frac{1}{2}$	Canterbury
Ad portum Dubris	XIII	14 $\frac{1}{2}$	Dover Port

## (ITER IV)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Londinio ad			From London to
portum Lemanis m.p. sic.	LXVIII	69 $\frac{1}{4}$	Lympe Port
Durobrivis	XXVII	28 $\frac{3}{4}$	Rochester
Duroverno	XXV	25 $\frac{1}{2}$	Canterbury
Ad portum Lemanis	XVI*	15	Lympe Port

\* Codrington's list gives this as XVII, incorrectly.

## (ITER V)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Londinio Luguvalio			From London to Carlisle,
ad vallum m.p. sic.	CCCCXLIII*	436	to the Wall
Caesaromago	XXVIII	29 $\frac{1}{4}$	Chelmsford
Colonia	XXIII	22 $\frac{1}{2}$	Colchester
Villa Faustini	XXXV	36 $\frac{1}{4}$	(Scole)
Icnos	XVIII	16	Caistor St Edmund
Camborico	XXXV	35 $\frac{1}{2}$	(Icklingham)*
Duroliponte	XXV	26	Cambridge
Durobrivas	XXXV	32 $\frac{1}{2}$	Water Newton
Causennis	XXX	28	(Little Ponton)†
Lindo	XXVI	25 $\frac{1}{2}$	Lincoln
Segeloci	XIII	14	Littleborough
Dano	XXI	21 $\frac{1}{2}$	Doncaster
Legeolio	XVI	16	Castleford
Eburaco	XXI	23	York
Isubrigantum	XVII	16	Aldbrough
Cataractone	XXIII	23 $\frac{1}{4}$	Catterick Bridge
Levatis	XVIII	19	Bowes
Verteris	XIII	13	Brough
Brocavo	XX	19 $\frac{1}{2}$	Brougham
Luguvalio	XXII*	19 $\frac{1}{4}$	Carlisle

\* ed. Cuntz, CCCCXLII and XXI.

† The Ordnance Survey relate Causennis with Ancaster, admittedly suitable for it was a small town, but the distances north and south are then 7 miles out in each case.



## (ITER VI)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Londinio Lindo			
m.p. sic.	CLVI	145½	From London to Lincoln
Verolami	XXI	21	St Albans
Durocobravis	XII	12	Dunstable
Magiovinio	XII	12	Little Brickhill
Lactodoro	XVI	12	Towcester
Isannavantia	XII	10½	Whilton Lodge
Tripontio	XII	10½	(Cave's Inn Farm)
Venonis	VIII	6½	High Cross
Ratas	XII	11½	Leicester
Verometo	XIII	13½	Willoughby
Margiduno	XII	11	East Bridgford
Ad Pontem	VII	6½	East Stoke
Crococalana	VII	7	Brough
Lindo	XII	11	Lincoln

## (ITER VII)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Regno Londinio			
m.p. sic.	XCVI	97½	From Chichester to London
Claesentum	XX	} 30½*	{ Bitterne Winchester
Venta Belgarum	X		
Callewa Atrebatum	XXII	22½	Silchester
Pontibus	XXII	25½	Staines
Londinio	XXII	19	London

\* If by the direct road 420 to Winchester from Wickham, otherwise the full distance by 421 to Bitterne and by 42b to Winchester would be 27½ and 9 miles.



## (ITER VIII)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item ab Eburaco Londinium m.p. sic.	CCXXVII	219½	From York to London
Lagecio	XXI	23	Castleford
Dano	XVI	16	Doncaster
Ageloco	XXI	21½	Littleborough
Lindo	XIII	14	Lincoln
Crococalana	XIII	11	Brough
Margiduno	XIII	13½	East Bridgford
Vernemeto	XII	11	Willoughby
Ratis	XII	13½	Leicester
Venonis	XII	11½	High Cross
Bannavento	XVIII*	17½	Whilton Lodge
Magiovinio	XXVIII	22½	Little Brickhill
Durocobrivis	XII	12	Dunstable
Verolamo	XII	12	St Albans
Londinio	XXI	21	London

\* ed. Cuntz, XVIII.

## (ITER IX)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Venta Icinorum Londinio m.p. sic.	CXXVIII	122	From Caistor St Edmund to London
Sitomago	XXXII	29	(Near Yoxford or Dunwich)
Combretonio	XXII	22	Baylham House
Ad Ansam	XV	14	Stratford St Mary
Camoloduno	VI	6	Colchester
Canonio	VIII	10	Kelvedon or Rivenhall
Caesaromago	XII	11¾	Chelmsford
Durolito	XVI	16¾	Romford
Londinio	XV	12½	London

## (ITER X)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Clanoventa Mediolano* m.p. sic.	CL	150½	From Ravenglass to (Chesterton, Staffs.)
Galava	XVIII	19½	Ambleside
Alone	XII	13	Kendal, Watercrook
Calacum	XVIII	12	(Overborough)
Bremetonaci	XXVII	29	Ribchester
Coccio	XX	23½	Wigan
Mancunio	XVII	16	Manchester
Condate	XVIII	18	(Northwich)
Mediolano*	XVIII	19½	(Chesterton)

\* See note † to Iter II.



## (ITER XI)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Segontio Devam m.p. sic.	LXXIII	71½	From Caernarvon to Chester
Conovio	XXIII	21½	Caerhun
Varis	XVIII	18½	(St Asaph)
Deva	XXXII	31½	Chester (by Eaton Hall)

## (ITER XII)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Muriduno			
Viroconium m.p. sic.	CLXXXVI	168	From Carmarthen to Wroxeter
[Vindomi*]	XV		
Venta Belgarum	XXI		Winchester
Brige	XI	12½	Buckholt Farm
Sorvioduni	VIII	9	Old Sarum
Vindogladia	XII†	21¾	Badbury Rings
Durnonovaria	VIII†	19	Dorchester
Muriduno	XXXVI		
Isca Dumnoniorum	XV]		Exeter
Leucaro	XV	20	Loughor (from Carmarthen)
Nido	XV	11½	Neath
Bomio	XV	} 1½ {	(near Bridgend)
Iscae leg. II Augusta	XXVII		Caerleon
Burrio	VIII	7	Usk
Gobannio	XII	10½	Abergavenny
Magnis	XXII	22	Kenchester
Bravonio	XXIII	21	Leintwardine
Viroconio	XXVII	24½	Wroxeter

\* Vindomi—Isca Dumnoniorum are here intruded from Iter XV, perhaps by a confusion of the two places Muridunum (Carmarthen) and Muridunum (between Dorchester and Exeter).

† Probably to be read as XXII and XVIII.

## (ITER XIII)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item ab Isca Calleva m.p. sic.	CVIII	106	From Caerleon to Silchester
Burrio	VIII	7	Usk
Blestio	XI	11	Monmouth
Ariconio	XI	12½	Weston under Penyard
Clevo	XV	13½	Gloucester
Durocornovio	XIII	16	Cirencester
[missing stage]	XVIII]	19	(Wanborough)
Spinis	XV	15	Speen
Calleva	XV	12	Silchester



## (ITER XIV)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item alio itinere ab			Another route from
Isca Calleva m.p. sic.	CIII	93 $\frac{3}{4}$	Caerleon to Silchester
Venta Silurum	VIII	8	Caerwent
Abone	XIII	13*	Seamills
Trajectus	VIII	9	Bitton
Aquis Solis	VI	5 $\frac{3}{4}$	Bath
Verlucione	XV	14 $\frac{1}{2}$	Sandy Lane
Cunetione	XX	16	Mildenhall
Spinis	XV	15 $\frac{1}{2}$	Speen
Calleva	XV	12	Silchester

\* Land mileage only to Sudbrook crossing and thence to Seamills via Over.

## (ITER XV)

	<i>Roman miles</i>	<i>English miles</i>	<i>(Uncertain identifications are given in brackets)</i>
Item a Calleva Isca			
Dumnuniorum m.p. sic	CXXXVI		From Silchester to Exeter
Vindomi	XV		
Venta Belgarum	XXI		Winchester
Brige	XI	12 $\frac{1}{2}$	Buckholt Farm
Sorbiodoni	VIII	9	Old Sarum
Vindogladia	XII*	21 $\frac{3}{4}$	Badbury Rings
Durnonovaria	VIII*	19	Dorchester
Muriduno	XXXVI	} 51 $\frac{1}{2}$ {	Exeter
Isca Dumnuniorum	XV		

\* Probably to be read as XXII and XVIII.



# Addenda, Volume I

## CHAPTER 2

### 147. ROAD AT SOUTH MALLING, LEWES ( $\frac{1}{2}$ mile)<sup>1</sup>

#### *Additional route:*

Recent building work has disclosed a flint-built road about 9 feet wide running westward from Road 14 on the shoulder of Malling Down, aligned from the point where the windmill formerly stood towards South Malling church. The road had been slightly terraced along the south-facing slope with a ditch along its lower side, and had become buried by plough soil which showed very plainly as a dark strip when the ground was being cleared. Two Saxon burials were found, one in the ditch and the other right upon the metalling of the buried road, thus proving its age beyond any doubt.

#### REFERENCE

1. N. E. S. Norris, *Sussex Arch. Coll.*, 94, 10

### 150. LONDON-BRIGHTON (PYECOMBE) (p. 57)<sup>3</sup>

#### *Additional reference:*

3. James Dunning, *The Roman Road to Portslade* (Hatchards, )1925.\*

\* Omitted by a curious oversight, for the book is very well known to the writer, being indeed largely responsible for starting his work upon the Roman roads of the Weald.

### 155. CHICHESTER-MILLAND-SILCHESTER (24 additional miles from Milland) (p. 71)<sup>1</sup>

#### *Additional information and route:*

This road has already been described from Chichester to Milland. The course of the northern portion has recently been discovered and accurately traced by the Ordnance Survey Archaeology Division, aided by indications upon air photographs, a most commendable piece of work upon a route where the conditions are far from easy.

It is first seen immediately to the north of the Portsmouth Road, about 600 yards west of the Black Fox Inn, as a wide irregular hollow leading down the hill on Chapel Common north-westward, almost at right angles to the main road. It



crosses the little valley (slightly to the right) upon a big overgrown embankment 30 feet wide and some 4 feet high, and continues to be traceable across the common as a hollow and then as a low *agger*, very hard to see in the deep heather but becoming clearer as this gets thinner on approaching the next little valley. It descends into this down a shallow hollow in which the *agger* can be distinctly seen although low, and upon the opposite slope it appears very plainly as a terrace and then an *agger*, some 24 feet wide and 1-2 feet high. (A modern embankment crosses this valley at exactly the same point, but the two are upon different lines which converge at the crossing.) The *agger* is faintly visible again at intervals across Weaver Down, the next stretch of heath land, though hard to find in the deep heather, aligned upon the prominent hill at the west end of the ridge.

Here the road turned a little more north upon a line through Longmoor Camp to the southern edge of the low ground formerly Woolmer Pond but now covered with practice military railway lines. The course, now largely obliterated, is recorded upon old forest documents and maps by trackways.<sup>2</sup> Having rounded this wet area the road turned more to the north, through the park of Blackmoor House, where the *agger* is visible as a wide swelling across a little hollow before the carriage drive covers it, through the village and across the Warren Common east of Oakhanger Ponds where traces are visible.

On the highest part of the Warren the alignment changes from north-north-west to north-west, and this is the main alignment followed with slight local variations for the rest of the course. It passes through Shorth Heath, crossing the present road by the inn, but it is not visible until, after passing through the large Binwood, it reaches the chalk escarpment (much steeper than the map contours suggest)  $\frac{1}{2}$  mile to the east of East Worldham. It ascends this by a fine zig-zag, terraced below but cut out of the hillside above to form a cutting through the steepest part, and then a hollow way above, continued for a while by a hedgerow, a most elaborate roadway that now leads from nowhere to nowhere.

The alignment goes straight across the fields to Neatham,  $1\frac{1}{2}$  miles east of Alton, and is then marked by a narrow lane leading up into the next downland ridge of Holybourne Down along a valley out of which it climbs at the head by a fine terraceway. Hedgerows and a lane then mark it across the ridge, passing close alongside two tall wireless masts (*not* the single and taller one a little west of these) that form a useful sighting mark on its alignment from miles afar.

The line crosses the Alton-Odiham road just north of Blounce Farm, 1 mile to the south of South Warnborough, and a faint ridge shows across the field west of the road. It reaches Upton Grey after passing through the park of Heddington House, marked by a large bank, and is faintly visible beyond the village. It passes just to the west of Mapledurwell and east of Basing, but is not visible, though all this part has been well indicated upon air photographs. At Four Lanes End,  $1\frac{1}{2}$  miles



north of Basing, it was plainly visible in newly ploughed soil as a darker strip about 100 yards east of the crossroads. A mile farther on hedgerows mark it, and at Cufaude the present road follows it for  $\frac{1}{2}$  mile towards Bramley, and again just west of the village. For the last mile it crosses fields to Hains Farm where, on a little ridge 1 mile to the south of Silchester, it joins the Winchester road (42a).

## REFERENCES

1. Ordnance Survey, MS. notes (to be published in *Hants F. C. Proc.*)
2. G. R. Rolston, *Hants F.C. Proc.*, 19, 12

## CHAPTER 3

## 4a. LONDON-SILCHESTER (p. 76)

*Additional reference:*

4. G. A. Kempthorne, *Berks, Bucks & Oxon. A.J.*, 7, 74

4b. PORT WAY. SILCHESTER-OLD SARUM (p. 90)<sup>4</sup>*Additional information:*

A section was carefully examined close to the Amesbury branch railway where the *agger* is very clear. The road was found in excellent preservation, and it appeared that in the construction the surface soil had been cleared away, a layer of chalk rubble laid down and cambered to give a thickness of 7 inches at the centre. Upon this was a layer of large flints, hand laid, 3-4 inches thick, bedded in soil and with a thin sprinkling of chalk flush with the top of the flints to make the surface even. This was topped with a layer of local gravel 6 inches thick at the centre and well cambered but showing marks of ruts. There were V-shaped small ditches on each side, 32 feet out from the south kerb and 34 $\frac{1}{2}$  feet from the north kerb, making a total width for the road zone of 84 $\frac{1}{2}$  feet to the ditch centres.

## REFERENCE

4. R. P. Wright, *Wilts. Arch. & Nat. Hist. Mag.*, 47, 513\*

\* This valuable section escaped notice earlier owing to the indexing of the volume in which it appears. The paper was indexed—naturally enough—under 'Port Way', but had not been included with other items under 'Roman roads', an example of the pitfalls besetting the compiler of a survey such as this when hundreds of volumes have to be searched.



45b. OLD SARUM—MENDIP HILLS (p. 93)<sup>3</sup>*Additional information:*

Work by the Salisbury Field Club has proved the existence of the road on the course through Groveley Wood previously indicated, and a section was cut in it about  $\frac{1}{2}$  mile west of Groveley Lodge. This showed that the engineers had dug out the clay subsoil mixed with flints to a depth of about 4 feet over the full width of the road, and then separated the flints from the clay. A small cambered base of chalk rubble was then laid and upon this a layer of the clay, covered with a well-cambered surface of carefully fitted flints. The width was about 18 feet and there were side ditches which were also lined with flints.

To the west of Pertwood some valuable indications of the road were found as it approaches Monkton Deverill. A little to the north of Lower Pertwood Farm, after crossing the road to Warminster, it appears as a distinct terrace for 400 yards and then as an *agger*, marked by a line of fencing. This is aligned upon the abrupt little hill at Maiden Bradley, 5 miles ahead, called Little Knoll. Then it curves northward to negotiate a steep little valley, but resumes the westward line beyond this, after a short disappearance, and in crossing some rough ground to the north of Pen Hill Barn it is remarkably well preserved, as an *agger* 18 feet wide and 2 feet high with distinct traces of small side ditches 62 feet apart, until it descends again into another small valley, turning southward this time as it does so. Beyond this valley there are clear traces of a ploughed-down *agger* or terrace on the slope of the down just above the present road, seen best from the point where this makes an abrupt turn southward, and some remains of an *agger* appear towards the New Inn in Monkton Deverill and then very plainly just to the south-west of the church. Here the road is approaching the river Wylye, and it is thought that traces of a ford or perhaps the chalk foundations of an embankment have been seen there, close beside the point where the modern roads fork, approached by a slight cutting down the steep scarp.

These observations are important, for they show clearly that the road did continue upon as direct a course as possible on the line towards Maiden Bradley that Hoare suggested.

## REFERENCE

3. Information from C. T. Witherby (probably to be published in *Wilts. Arch. Mag.*)



47. DORCHESTER-ILCHESTER (p. 101)<sup>7</sup>*Additional information:*

A clear trace of the road has been noted upon air photographs, as a dark mark, where it crosses Westland Aerodrome on the west of Yeovil. It aligns with a short road to the Petter foundry on the south, and is continued to the north of the aerodrome by faint traces in line with Larkhill Road at Preston Plucknett. No surface trace can be seen, and when some levelling was done at the aerodrome there was no indication of any road material.

## REFERENCE

7. H. J. Penrose, *Som. & Dorset N. & Q.*, 22, 259

## 491. EXETER-TEIGNBRIDGE (p. 109)

*Additional reference:*

3. D. & A. Woolner, *Devons. Assoc. Trans.*, 86, 211

492a. EXETER-NORTH TAWTON-OKEHAMPTON-LAUNCESTON  
(23½ additional miles beyond North Tawton) (p. 111)

*Additional information and route:*

It is now considered probable that the route down the spine of Cornwall through Launceston, Bodmin, and Redruth represents a Roman road, and thus the road noted earlier near North Tawton assumes an added importance as part of this major route.

Further work<sup>2</sup> upon the doubtful part of it to the east of Bow station seems to show definitely that the route continued the alignment of the straight parish boundary eastward to Hilldown Farm, for indications of the metalling have been observed at some points. Then for a mile to Preston the course is doubtful, but at the high ground by this farm a new alignment more to the south-east is clearly indicated by a long succession of hedgerows, with some traces of the road beside them, as far as the crossing of the small river Troney just to the south of Pennylands. Further lines of hedgerows with a narrow terrace beside them appear then to mark it along the southern bank of the river Yeo past Neopardy, near Yeoford, to Gunston Mills and beyond towards Uton, where very clear remains of an ancient road can



be seen in section at an old quarry west of Uton. The road is here crossing an abrupt spur of high ground which could easily have been avoided if a direct line had not been followed. It is partly terraced and partly embanked, about 10 feet wide, and where cut by a modern track the construction can be seen to consist of two layers of stone with an earth layer between, more elaborate than a local road would be, and it has clearly been long derelict.

Traces of the *agger* appear to the east where the line emerges from the garden of Uton Barton House, beyond which the existing road past Culvery Bridge and Hookway probably represent it to the Crediton-Exeter road. Thus it now appears that this road kept to the south of the Yeo and did not go through Keymelford to Crediton as was earlier thought probable.

To the west of North Tawton the route beyond the Taw crossing is probably represented by a hedgerow, with parish boundary, parallel with the railway until the existing road to Okehampton is reached. Then this road, although now very winding, may perhaps indicate the approximate general course, for to the west of the town the continuation seems to be marked by the straight old main road, climbing steeply out of the town and called High Street, which is continued in generally straight lengths for a long distance. Near Lewdown, 5 miles beyond Bridestowe, the old name Old Street Down and then the hamlet of Portgate no doubt indicate it. Just beyond Portgate an older road continues along the spine of the ridge to Tinhay where it descends steeply to Lifton, the present road winding down by an easier route. The course onward beyond the Tamar valley to Launceston probably followed the minor road from Lifton down along the north bank of the river Kensey, which runs in straight lengths. It is possible, however, that further work may clarify or modify the route near Okehampton.

#### REFERENCE

2. Information from M. Lambert

#### 492b. LAUNCESTON-BODMIN-REDRUTH (47½ miles)<sup>1</sup>

##### *Additional route:*

The road down the spine of the Cornish peninsula is in general represented by the existing main road A 30, but with some important variations which indicate its age. Thus the first 1½ miles out of Launceston do not follow the present road but an older one that runs along a high ridge to the north and west of it, separated from the town by a deep narrow valley. At the Launceston end this old road plunges steeply down the end of the ridge to cross the river Kensey at the ford where the ancient bridge beside St Thomas's Church still stands, a few yards to the west of the modern bridge. This renders it very probable that the course of the road from Okehampton, after crossing the river Tamar, continued along the north bank of



the Kensey to the crossing just mentioned, following the course of the present road from Lifforddown which runs in straight lengths at a convenient height above the valley bottom. Such a route can only be explicable if of pre-Launceston origin, for it ignores the town completely, an obvious indication of great age.

The old road rejoins the present route at Trebursey Oak, just where this road makes a sharp turn on to its generally south-westerly course, but after another  $2\frac{1}{2}$  miles it leaves the old route again at Holyway Cross. The earlier road continues as directly as the difficult ground allows, across the two deep valleys of the Inny and the Penpont Water, passing the village of Polyphant between them, and it was evidently abandoned by main road traffic on account of the very steep hills involved.

The main road is rejoined again at Five Lanes, near Altarnun, and followed right across Bodmin Moor, except for  $1\frac{1}{2}$  miles by the hamlet of Temple which is again avoided owing to the hills. Although direct, the road so far has not appeared to be rigidly straight and is probably to be regarded as an old trackway Romanized, but from now for a long distance its straightness from point to point seems more evident, although owing to the ground the alignments are often short.

At the approach to Bodmin the older route goes straight down a steep hill to the parish church, a hill now eased by a circuitous descent. Beyond the town the alignments become particularly noticeable, and at Lamorick, near Lanivet, the old course is again deserted by the present road, to avoid a steep climb out of Lamorick, although it is still quite a good road. The road continues to run in notably straight lengths over the moors between Victoria and Indian Queens, but a mile farther on, from St Enoder to Mitchell, the older course seems to have followed the ridge a short distance north of, and almost parallel to, the present road, now used by a narrow lane. Then the main road, generally following the ridge, marks it onward through Zelah and Blackwater to Redruth, though it is here again a ridgeway rather than an aligned road.

All the older parts of the route mentioned above are still open to traffic, though care upon the very steep hills is necessary, and the existence of these stretches abandoned by the present main road is clear evidence that the route is an old one. Yet much of it shows clearly that it was laid out upon real alignments where it is not following the course of an older ridgeway, and to accept it as a Roman road is thus quite reasonable.

No doubt this road had branches leading to the ports in the peninsula, and upon these the milestones that have for long been known in apparent isolation would have been set, but further local work upon these problems is still much needed.

#### REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)



## CHAPTER 4

41b. ERMIN STREET. SPEEN-CIRENCESTER (p. 122)<sup>6</sup>*Additional information:*

The direct alignment of the road at the crossing of the river Thames below Cricklade was confirmed by excavations conducted by Dr F. T. Wainwright in 1953/54 and 1955. A section was cut in the field north of the crossing and disclosed the rubble foundation of the road. The present bed of the river at the point where the alignment crosses it is not the original course, which is now indicated upon the maps by a small stream, a little to the north of it, which the parish boundary still follows. Upon this older course the position of the Roman road crossing is indicated by a distinct double bend where the ramp of the bridge was placed.

Dr Wainwright reports that a further small excavation during the very dry summer of 1955 confirmed the road again and provided interesting evidence on how it was carried across the low-lying marshes immediately to the north of the town (to be published shortly).

## REFERENCE

6. F. T. Wainwright, 'The Cricklade Excavations in 1953/54 and 1955', in *Wilts Arch. Mag.*, 56, 162

## 53. SPEEN-BATH (p. 125).

*Additional information:*<sup>5</sup>

A section has recently been examined in Leech Pond Field, Spye Park, disclosing two road surfaces. The *agger* was composed of layers of ironstone rubble, alternating with streaky yellow sand, upon which was the surface stone layer, with kerbs of carefully fitted ironstone slabs, averaging just over a foot square and about 4 inches thick. Above this was a resurfacing, separated from the first road by a foot of rubbly sand. The full width of the original *agger* was about 30 feet. On the north side (but not on the south) there was a ditch, 7 feet wide and 2½ feet deep, with a berm of 5 feet between it and the edge of the *agger*. Sandy material from this had been placed along the north side of the road and upon it.

## REFERENCE

5. Information from A. Clark (to be published in *Wilts A.S. Mag.*).



560. MORETON IN MARSH (DORN)—LITTLE COMPTON ( $4\frac{3}{4}$  miles)<sup>1</sup>*Additional route:*

This road leaves the Foss Way (5d) at Dorn, 1 mile north of Moreton in Marsh, just at the point where the modern road bends eastward off the true alignment of the Foss. Though not visible at the junction, it is well marked just beyond the railway by a line of hedgerows and bank until obliterated by an aerodrome. Beyond the buildings associated with this, its alignment falls into the modern Chipping Norton road, A 44, just by the Four Shire Stone (an imposing monumental erection), where a county boundary seems to mark the course, for it is somewhat straighter than the present road and occasionally follows a hedgerow line just west of it. From Little Compton this boundary follows a very suitable course for the road up a spur in the steep hillside which would have eased the gradient, so reaching the ancient west-east ridgeway from Stow on the Wold past Rollright,  $\frac{1}{4}$  mile to the west of the present cross-roads at the Cross Hands Inn. This may have been the destination of the road, but there are indications, marked by parish boundaries, roads and lanes, that it may have continued to the west and south of Chipping Norton and through Enstone, perhaps to join Akeman Street (16b), but more investigation is needed here.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)

ROADS NEAR *Verulamium*

Several roads in the vicinity of *Verulamium* have recently been examined in detail by Mr R. H. Reid, who has very kindly made his notes available for inclusion here, in advance of their intended publication by the Watford and South-west Herts. Archaeological Society. The roads concerned are Nos. 16a, 163 (as far as Sarratt), 210, 211, 220 and 221, and the accounts of them which follow are based very largely upon his descriptions, supported by the usual visiting.

16a. AKEMAN STREET. BOURNE END—*Verulamium* (p. 142)<sup>1</sup>*Additional information:*

The course of the eastern end of Akeman Street has only recently been recognized, and Mr Reid's detailed notes now enable its route to be included here.



The course of the road is plain through and east of Berkhamsted as far as Bourne End, where it seems to have crossed to the north bank of the river Bulbourne, for a very direct road, Chaulden Lane, then marks it. This line is continued eastward by boundaries and hedgerows on the north of St John's Road, to the valley and road junction at Moor End. Here a new line to the south-east, similarly placed on the hillside, marked by boundaries and hedges in alignment, runs just east of Lawn Lane, and the flint and pebble metalling has been exposed in it 100 yards south-east of Moor End. At the junction of Lawn Lane and St Albans Road the old road Belswain's Lane takes up the line for 100 yards, followed by more boundaries in a straight line on the east of the lane for a further 1,500 yards.

Here the road turned north-north-east as a terrace road up the southern slope of the valley in which Bunkers Lane runs, with clear remains of the terrace at many points, and crosses the Leverstock Green-Bedmond road 300 yards south-east of the Bunkers Lane corner, where the metalling, 18 feet wide, is exposed in the roadside bank beside a pond. Then a hedgerow and footpath follow the course up to and along the south side of Blackwater Wood, where the *agger*, 18 feet wide, with metalling, is visible, and for 200 yards beyond. Then a slight turn eastward occurs, with more hedges and a slight *agger* marking it, and after a gap of 500 yards it would pass to the south of Beechtree Cottages. Beyond these it falls in with the modern St Albans road, which shows some remains of the *agger* first on its north side and then the south, but mainly marks the course as far as Praewood farm, close to the Roman city. It is not quite certain whether the road continued straight on to a minor gate where an internal street-line might be associated with it, or diverged to the main south-west gate where it would have joined the Silchester road (163) for entrance into the city. The excavations now in progress beside Blue-house Hill have shown that this street-line (underlying the present road) was very heavily metalled and re-metalled, to a thickness of some 3 feet, which suggests that it was of more than local importance. This road may very well be connected with the early Roman road found in the previous excavations overlying some of the Belgic ditches in the north-east corner of Pond Field, just east of Praewood Farm, at the junction of the present roads to Potters Crouch and Hemel Hempstead, running south-west across this field towards the Hemel Hempstead road and so to the route here described.<sup>2</sup>

#### REFERENCES

1. R. H. Reid, *Watford & S.W. Herts A.S. Trans.* (forthcoming)
2. R. E. M. Wheeler and T. V. Wheeler, *Soc. Ants. Research Report No. XI, Verulamium*, 48-9, Pl. XII, CXVIII.



160c. DORCHESTER ON THAMES-SILCHESTER<sup>4</sup> (p. 150)*Additional information:*

The Rev. E. C. Hyde, formerly vicar of Cholsey, reports that about 1940, when the Ordnance Survey maps were being revised, he was shown by their field worker an air photograph which gave a clear indication of the Roman road in a direct line across the fields between Mackney and Cholsey upon the expected alignment, where it is not now visible. He also states that when Cholsey Vicarage was rebuilt traces of an old road surface were seen there, again upon this alignment.

## REFERENCE

4. Information by letter from Rev. E. C. Hyde

## 162. FLEET MARSTON-LILLINGSTONE DAYRELL

(11 additional miles beyond Stonehill)<sup>2</sup> (p. 153)

*Additional information and route:*

The course of this road has already been described as far as a point 1 mile north of Stonehill, near Grandborough Road station. The northern part has now been traced to its junction with the Alchester-Towcester road (160a) 1½ miles north-west of Lillingstone Dayrell, and we are indebted to Mr C. W. Green for a detailed account of it which was kindly made available.<sup>2</sup>

The course of the road reappears as part of the minor road between Adstock and Coombs, and is in alignment with the farm road past the *tumuli* at Thornborough, ½ mile farther on. The direction here is nearly due north in order to avoid a stream on the west. The course has been traced by the scattered metalling and then by a distinct *agger*, 18 feet wide though damaged, along the east side of a hedgerow, and this marks the turn to north-west again when the road descends to cross the river Ouse from the end of the little ridge. This line is then continued beyond the river by a hedgerow and ditch running up from a cottage towards Foxcote, and ½ mile farther on, after crossing the Buckingham-Leckhampstead road, by a very distinct terraceway beside a hedgerow towards Foxcote Wood. The alignment passes just to the west of Akeley, where a lane and traces of the *agger* probably mark it slightly west of the true line in order to avoid a steep gully, for at Stockholt farm, ½ mile beyond, the *agger* is clearly visible in the fields. Here it turns north for ¾ mile, marked by a hedgerow beside which the metalling was seen, to Whitehouse Farm at Lillingstone Dayrell, but on the little hill by the farm it turns north-west again, and this final alignment has been well established, first by the stunted growth of



crops, by metalling at some points, and by remains of the *agger* where hedgerows or copses have preserved it. Thus indicated by a hedgerow and *agger* it joins the other road (160a) a few yards north of Saunderscosp Farm.

Mr Green notes that it is curious how this road, at first so direct in alignment, seems to adapt its course to avoid comparatively trivial contour changes in its northern part, as though this country was difficult and it was necessary to follow the higher ridges there.

Further investigation of the lesser Roman roads in the Buckingham-Bletchley-Northampton district is being undertaken by Mr Green. Evidence so far available suggests the following additions: the extension of Road 17 from Duston by Hunsbury Camp to Horton and Weston Lodge, near Olney; the extension of Road 170 from Dungee Corner to Harrold and Bromham, with a branch from the Corner to Olney and perhaps to Watling Street at Shenley; and a westward route from Bletchley through Buckingham.

#### REFERENCE

2. C. W. Green, manuscript notes

#### 163. *Verulamium*-CHALFONT ST GILES (FOR SILCHESTER?) (12 miles)<sup>1</sup>

##### *Additional route:*

It had for long been suspected that a direct route between *Verulamium* and Silchester was highly probable, but it is only quite recently that its remains have been recognized, first by crop-marks, on air photographs in the possession of the Verulamium Museum, in the fields to the south-west of the Roman town, and then by Mr Reid's detailed field-work.

Leaving the south-west gate, the course is marked to the south of King Harry Lane by a wide hedge, and then by a crop-mark but without any surface trace across the next field to the point where the alignment crosses the lane to Potters Crouch at a bend  $\frac{1}{2}$  mile east of Windridge Farm. There is then a distinct *agger* crossing a slight hollow through the fields, aiming to pass north of the farm along a good natural ridge, till the south edge of Birch Wood marks the line approximately. Upon leaving the wood an *agger* 15 feet wide is visible, first across a field faintly and then, clearly but overgrown, along the north side of the lane into Potters Crouch, where it goes through the grounds of the Holly Bush Inn and then under the buildings of Potters Crouch Farm. Several ponds here may have been formed by excavations to rob the metalling.

Beyond the farm the line follows another good ridge but there is now no sign of it for 300 yards as the former hedges which intersected near it have been re-



moved. Then, at the foot of the slope where a footpath crosses it, a slight *agger* is visible for 100 yards, and then a track and hedgerow mark the course to Serge Hill. Traces of the *agger* remain between this point and Bedmond, running through the western edge of Pie Corner Wood, and the line would pass over the hill at the Bell Inn, but there are no traces until north-west of Breakspeare Farm, just beyond, where a distinct terrace 7 feet wide runs down from the north edge of the large bowl-shaped depression into a field north-east of Sheppey's Farm. Beyond the farm the course is visible, with much scattered flint and pebble metalling, before it enters Long Wood, as a terrace overgrown with old trees, and then along a steep natural scarp through the wood, again with much metalling. Then it is lost in the modern disturbances of the Gade Valley.

Beyond this it becomes visible again as an *agger*, upon the same alignment, along the north side of North Grove Wood, with a parish boundary. A footpath runs beside it. At the end of the wood it begins to diverge very gradually westward from the main alignment in order to keep along the northern edge of Berry Bushes Wood, so as to avoid a steep valley by the usual V-shaped diversion. The footpath runs upon or beside it and the *agger*, 30 feet wide, is clearly visible. Towards the western end of the wood the road makes a sudden turn to south-south-east into the wood, and runs along the steep escarpment as a good terrace with flint and pebble metalling.

Upon emerging from the wood the true alignment is resumed south-westward, marked first by a footpath and faint terrace into the valley west of Model Farm, and then by an *agger*, 30 feet wide, for 300 yards towards Little Westwood Farm, with a footpath along its west side. Hedges and the farm road then follow it to the Bucks Hill Road, where a cottage stands upon it, and then the north edge of High Spring Spinney marks the line approximately for 350 yards, but bears away east of it before reaching Bottom Lane, where a section of the metalling, 30 feet wide, appears in the hedge bank 40 yards to the west of the Spinney.

There is no sign beyond this lane on the direct line up the steep hillside which probably necessitated a divergence southward on a terraceway, as the footpath now goes, with much flint along it, but at Newhall Farm the *agger* is plainly visible, 30 feet wide, for 250 yards along the north side of a sunken footpath, which is continued by the farm road. Where this turns sharply west towards Sarratt a short length of overgrown *agger* is visible pointing south-west upon the true alignment again. After an interval formerly marked by a field boundary to the Micklefield Green road but now featureless, a hedgerow and track, with parish boundary, follow the course for 400 yards to Church End where the metalling shows very plainly on the east side of the present New Road, and it crosses this 200 yards south of the bend near the church, where a section of the flint and pebble metalling, 30 feet wide, shows plainly in the west bank. Then, beyond the river Chess, North



Lane follows it for  $\frac{1}{2}$  mile to the Chenies–Rickmansworth road, close to the Herts–Bucks county boundary.

Here the direct line seems to show no trace although it is quite possible that the road continued along it, for after  $2\frac{1}{2}$  miles it is picked up again by the road from The Vache to Chalfont St Giles. For 2 miles the county boundary runs upon an almost parallel course, marked by roads and lanes past Chorleywood station, only  $\frac{1}{4}$  mile to the east of the alignment, and it may very well represent a later alternative route. Beyond Chalfont the route still awaits discovery but probably followed a direct course towards Silchester.

#### REFERENCE

1. R. H. Reid, *Watford & S.W. Herts A.S. Trans.* (forthcoming)

#### 164. OXFORD (NORTH HINKSEY)–WANTAGE ( $12\frac{1}{2}$ miles)<sup>1, 2</sup>

##### *Additional route:*

The most obvious part of this route is the long alignment from Bessels Leigh to Grove, near Wantage, and the northern end of it is less certain. It is, however, generally agreed from the evidence of early documents that the 'ford' of Oxford relates to the now relatively unimportant crossing from Osney to North Hinksey to the west of the city.<sup>3</sup> From this crossing a remarkably straight line of tracks leads up through a convenient hollow in the little range of the Hinksey hills to Henwood Farm, pointing directly towards Bessels Leigh, though there is a gap of a mile before this is reached, the track ending at the Cumnor–Abingdon road. Some evidence of metalling has been noted on this track at a point a little to the east of Hurst Hill.

At Bessels Leigh the main alignment begins, seen first in the park as a low ridge planted with old fir trees and running from the manor house to the fork in the modern roads. Then the present road through Frilford to Grove follows it, generally very straight but slightly distorted in places, which indicates that it is not just a modern line. Between Frilford and Garford a Roman cemetery, temple, and other buildings have been identified, and between Garford and Grove the road is noticeably raised, by about 2 feet. At Grove the straight alignment ends, but the present road into Wantage may be the continuation.

#### REFERENCES

1. Ordnance Survey Map of Roman Britain (3rd ed.)
2. J. S. P. Bradford & R. G. Goodchild, *Oxoniensia*, 4, 1
3. Rev. H. Salter, *Antiquity*, 2, 458



210. *Verulamium*-HITCHIN (ICKLEFORD) (15½ miles)<sup>1</sup>*Additional route:*

This road was evidently laid out upon regular alignments as a minor route to connect *Verulamium* northward direct to the Icknield Way. It left the city by a postern gate near the theatre, and its course is marked by a hedge and has then been shown by a crop-mark upon an air photograph in the *Verulamium* Museum down to the crossing of the river Ver, and by another hedge up to the Dunstable Road. Further crop-marks have been noted beyond this, and after crossing Batchwood Drive the road is visible for 300 yards as an *agger* with a line of trees, and then as a hollow.

Then there is nothing definite until, at the crossing of the Harpenden Road near Cheapside Farm, a fine portion of *agger*, 20 feet wide with the flint and pebble metalting exposed, is plainly visible on the road side of the fence that marks the farm boundary. Hollows in the field beyond may indicate robbery of the metalling. Beyond the Midland Railway hedgerows and parish boundaries follow it for ½ mile to Westend Farm, with much scattered flint, and then an old sunken road, Bull Lane, follows it for another ½ mile to Amwell.

Just beyond the Harpenden-Wheathamstead road on Brewhouse Hill, the course is marked by an old hollow lane, and here the alignment changes from north-east to north, a course that with slight local variations is held for the rest of the way. The lane is succeeded by a hedgerow line right down to the crossing of the river Lea, and again beyond it past the eastern end of Lea Valley Cottages where the *agger* is visible. Then a footpath runs on or beside the line as far as Gustardwood Common where a hollow along its western edge marks it, and a row of cottages has been built upon it beyond Heron's Farm along the edge of the common.

At the northern tip of the common the *agger*, with a hollow on its east side, is clearly visible in a spinney beside a house 'The Belt', and the line crosses the present road at a bend just south of Blackmore End, to appear in the field beyond as a slight *agger* with much flint, continuing parallel with the present west edge of Hall Wood and 12 yards from it. (Older maps show that this wood formerly extended to the west across it.)

Then there is no trace till the lane from Kimpton Hall to the village follows it, with traces of the *agger* on its east side. Little can then be seen until, ½ mile north of Kimpton, hollows on the west of the road to Whitwell mark it, and this road follows it for 250 yards. Then to the west of Whitwell a lane goes on straight down the hill, first with the *agger* in a spinney on its west side, and finally as a deep cutting down to the crossing of the Mimram, continued by a lane on the far side.



On entering Stagenhoe Park a slight *agger* is visible for a few yards, and then the west edge of a copse marks the line down to a stream, but there is no trace for the next  $\frac{3}{4}$  mile, until it appears again as a hollow way for a few yards in Lady Grove Wood, and is then joined by an old modern road, now derelict, which follows it to the north end of the wood. Here it is marked by the present road, with remains of the *agger*, 12 feet wide on its west side, to Temple Dinsley. Here the Roman road probably went straight on northward, west of the present road, for a line of hedgerows seems to mark it for 700 yards to the north of Lincees Plantation, with traces of the *agger* to the south of Thistley Farm where the modern road rejoins it, but the old line keeps on the west side of this as far as Gosmore, continuing then along the present roads Bridge Street, Bancroft, and Old Haleway to and through Hitchin, to meet the Icknield Way in the centre of Ickleford.

## REFERENCE

1. R. H. Reid, *Watford & S.W. Herts A.S. Trans.* (forthcoming)

## 211. LATERAL ROAD, AYOT ST PETER-FRIAR'S WASH (9 miles)<sup>1</sup>

### *Additional route:*

There seem to be traces of a lateral road designed to link together the four roads leading out of *Vernulamium* to the north and east, 21a, 221, 210 and Watling Street (1e). Naturally, such a road would be a minor one, but it seems to have been constructed upon six short alignments.

Leaving road 21a in the grounds of Ayotbury, at Ayot St Peter, it soon falls into the existing road westward for a short distance to the old church, and then a cart track marks it. After a short interval it recrosses the present road and enters Dowdell's Wood where the *agger* is visible for a few yards. Then after following the road to Ayot St Lawrence for a short distance, it crosses fields towards Bride Hall, south of the village, with no sign save scattered flints, but towards Bride Hall a line of hedgerows marks it for 600 yards, and near this it would cross road 221 though it is not visible there.

There is then no trace through Lamer Park, but in the paddock north of Astridge Farm there is a slight ridge possibly marking it, and in the next field westward much spread gravel is visible. Hedgerows then mark it on to the Cross Keys Inn.

Just after this, at Blackmore End, road 210 is crossed and a new alignment more to the west begins, following the summit of the ridge north of the Lea valley in a series of short lengths, marked for some distance by a hollow way 20 feet wide, with parish boundary, and the metalling of large flints can be seen. Beyond the lane to Porter's End crop-marks have been seen indicating its continuance to Raisins



Farm where the present road joins it for a short distance. Beyond the farm a hollow marks it towards White Pightle Wood but, save for a hump where the Kimpton-Harpenden road crosses it, there is then no trace until Bower Heath where the present road follows it. The fields beyond show many large flints but the ground is naturally flinty here and there are no other traces.

Just before crossing the Lea a new alignment to the south-west seems to have begun, marked by a cart track before the coming of the railways which have blocked it there, although the track still exists beyond them up to Cooter's End Lane, in alignment with the Herts-Beds county boundary just beyond, which marks the site of a former hedgerow. This boundary then turns westward along the present main road, indicating a course of the Roman road designed to avoid the sharp spur at Thrales End Farm, but this route turns west again at Kinsbourne Green, following the present road, and then south-west again upon high ground near White Walls, to take a direct course to Friar's Wash on Watling Street (1e) now followed by a footpath.

## REFERENCE

1. R. H. Reid, *Watford & S.W. Herts A.S. Trans.* (forthcoming)

## CHAPTER 5

2a. ERMINE STREET. LONDON-BRAUGHING (p. 171)<sup>5</sup>*Additional information:*

At Cheshunt the ground between Longfield Lane and Park Lane has now been developed for building, and during the work a bed of hard material, like a loosely bound concrete of large pebbles, iron-stained, was found upon the line of the road. In Cheshunt Park some crop-markings upon air photographs have confirmed the course of the road, and this was tested by a section cut a few fields to the north of Cheshunt Park house which yielded satisfactory proof of the road.

## REFERENCE

5. Information from P. E. Rooke, also *Hertfordshire Countryside*, Spring issue, 1955 (Letchworth Printers)



220. BROOKMAN'S PARK-HATFIELD PARK-WOOLMER GREEN  
(8½ additional miles) (p. 175)<sup>1</sup>

*Additional route:*

This road has recently\* been traced across Brookman's Park golf course, from the junction of Brookman's Avenue and George's Wood Road in the direction of the Club House, towards which a faint *agger* has been seen under the turf, and again beyond in a spinney to the west of Bell Lane, leading to Bell Bar. At a point 300 yards north of Grubs Lane a drainage trench revealed a partial section of the metalling, consisting of pebbles upon a layer of large flints, 18 inches thick in all. Through Wellington Wood and right along the eastern boundary of the wooded Hatfield Park grounds the *agger* is plain inside the park wall, 20-21 feet wide with flint and pebble metalling. North of the Hatfield-Hertford road the western edge of the Commons woodland marks it for 600 yards. Then it is obliterated through Welwyn Garden City, but beyond the river Mimram it is traceable at several points near New Road and Harmer Green Lane, and through the woods beyond, after which it follows the east side of Harmer Green Wood and so to the junction with the *Verulamium*-Braughing road (21a) east of Mardley Hill, just before reaching Woolmer Green, where its course has already been described.

South of Brookman's Park its course is not yet known, but it is possible that the road from Potter's Bar to Cockfosters may form part of it.

\*Too recently for inclusion in the maps.

REFERENCE

1. R. H. Reid, *Watford & S.W. Herts A.S. Trans* (forthcoming).

221. BALDOCK-COLEMAN GREEN (7½ additional miles from Symond's Green to Coleman Green) (p. 175)<sup>1</sup>

*Additional route:*

This road has already been described, and exhibits clear traces along its alignment, from Baldock to Symond's Green on the west of Stevenage, and its course onward to *Verulamium*, for which it seemed obviously to be making, has now been traced by Mr Reid.

After the obvious alignment of hedgerows from Fishers Green ends, the *agger* shows as a hump where a farm road crosses it, and the buried metalling has been noted onward towards Rush Green during cultivation. The *agger* is traceable by



a hedge at the crossing of Langley Lane, but upon reaching Lammas Wood just beyond this the rigid alignment ends and thenceforward the course of the road adapts itself to suit the rather hilly country, often in terraced form along the slopes. In this way it follows the eastern edge of Lammas Wood, marked by a hollow way which is very clear where it diverges eastward to avoid a spur, and then by a clear *agger* in the field along the western edge of Peartree Wood, and a hedgerow with parish boundary up to Easthall Lane.

The road is now followed by parish boundaries for most of its course to Ayot St Lawrence, and is marked by pieces of old lane, hollow ways, terraces, and some lengths of *agger*, maintaining its general direction to south-south-west although sinuously, an indication that it probably made use of an earlier trackway. The route follows Lincot Lane, passes Rye End Farm, crosses the river Mimram at the ford by Kimpton Mill, and passes to the west of Ayot St Lawrence new church, where a footpath follows it. For 500 yards from Harepark Spring to west of Bride Hall an old hollow way marks the course, and then a series of wide hedgerows for  $\frac{1}{2}$  mile to the Codicote-Wheathamstead road, where the course is leading to the old ford on the river Lea at Marford, 70 yards east of the present one. Beyond the river a hollow leads up into the field between this and the Wheathamstead-Hatfield road where Beech Hyde Lane takes up the line, curving slightly eastward to join the *Verulamium*-Braughing road (21a) just to the south-west of Coleman Green and  $4\frac{1}{2}$  miles from the Roman city.

The alignment of lanes and cart-tracks, with some indications of an *agger*, suggest that this road continued to the south-east, past the north side of Symonds-hyde Farm, to the Birchwood district north-west of Hatfield, close to the northern end of the great arterial bypass road A1, and probably through Hatfield Park to join Road 220.

#### REFERENCE

1. R. H. Reid, *Watford & S.W. Herts A.S. Trans.* (forthcoming)

#### 230. ASHWELL STREET. NEWNHAM-THRILOW (p. 181)

##### *Additional information:*

Despite a considerable tradition that this old road is Roman,<sup>1-3, 4</sup> it has been objected<sup>5</sup> that the evidence of an old map of the parish of Litlington, on its course, which shows that the present straight green lane was formerly somewhat sinuous, must necessarily preclude a Roman origin for it. It certainly appears that the existing alignments of this lane at Litlington are not ancient, although this need not be the case elsewhere along the road. However, the section of the Ordnance



Survey map, upon which the detail of the older map is published in the paper referred to, shows also that a Roman cemetery was situated beside the old course of Ashwell Street, actually one of three such cemeteries shown upon Fox's distribution map<sup>4</sup> close to the road, and this seems the clearest indication of its use in Roman times. The road would have been a cross route of minor importance and may have made use of an existing sinuous trackway in some parts of its course, but the evidence of the cemetery seems to warrant its retention as a Roman road.

## REFERENCES

4. C. Fox, *The Archaeology of the Cambridge Region* (Cambridge Univ. Press), 1923, 147
5. O. G. S. Crawford, *The Strip-Map of Litlington*, Ordnance Survey Professional Papers, No. 17, 1937

### 261. BASTON OUTGANG. BASTON-PEPPER HILL FARM SOUTH (6 miles)<sup>1</sup>

*Additional route:*

A branch left King Street (26) at Baston,  $4\frac{3}{4}$  miles to the south of Bourne, running straight across the fens on a north-easterly course almost parallel to the river Glen and a mile south of it. For the first 2 miles to Baston Common there are two slight changes of line, but the rest of the known course to Pepper Hill Farm South is dead straight, becoming more raised as it gets deeper into the fens as is common to all roads there. From Deeping End Farm it is a rough gravelled raised track, but where no track remains the line is marked by a spread of gravel which can be clearly seen under suitable conditions of cultivation.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)

### 262. SLEAFORD-LINCOLN (BRACEBRIDGE HEATH) (15 miles)<sup>1</sup>

*Additional route:*

It seems very probable that the Mareham Lane road (260), which has been traced to the east of Sleaford, was also connected direct to Lincoln by a road which is in general represented by the present main road A 15. For the first 6 miles to near Brauncewell this road is somewhat winding and the exact route probably awaits discovery, but for the rest of the way it runs in notably straight lengths which



frequently change direction on high points, and it is much raised generally. It joins Ermine Street (2c) at Bracebridge Heath on the outskirts of Lincoln.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)

274. OSGODBY-USSELBY ( $2\frac{1}{2}$  miles)<sup>1</sup>*Additional route:*

A short length of road has been recognized, partly with the aid of air photographs, upon a north-easterly alignment, passing  $\frac{1}{4}$  mile to the south of Osgodby and crossing the Market Rasen-Caistor road  $\frac{1}{4}$  mile south of Usselby. It is well marked there by a line of hedgerows and track, but south-westward over the fields of Osgodby Moor it is only traceable by remains of the spread gravel which can be seen under suitable conditions of cultivation, though not at all obviously.

From the direction of the road it seems likely that it continued to a junction with Ermine Street (2d) near Owmbly Cliff, where there was a settlement, but this part awaits discovery. Eastward it probably climbed the Wolds near Claxby and joined High Street (270).

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)

570. WATER NEWTON-THRAPSTON-IRCHESTER (9 additional miles from Thrapston to Irchester) (p. 189)<sup>1</sup>*Additional information and route:*

It is now thought probable that this road, already described to Thrapston, should be considered as definitely continued to the small Roman town at Irchester. From Denford, just beyond Thrapston, its course is probably marked in part by some footpaths which run roughly parallel to the valley of the Nene, on the edge of the higher ground, passing to the west of Ringstead and then by an old lane which runs in straight lengths  $\frac{1}{4}$  mile to the west of Stanwick till it joins the road to Higham Ferrers at a bend, but more detailed observation is still needed here.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)



590. ROMAN BRIDGE NEAR SOUTH COLLINGHAM<sup>1\*</sup>

Our attention has just been called to the interesting remains of a bridge found in the River Trent, between Cromwell and South Collingham north of Newark, during dredging work in 1885. Seven stone piers were found, spaced 29 feet apart, with slots for the wooden superstructure. A plan of the piers was given but no details of the exact location except as above; no doubt a spur road connected the bridge with the Foss Way (5f).

## REFERENCE

1. *J. Brit. Arch. Ass.* (S.1) 41, 43, 83 (plan). (This reference is not indexed in either 41, or 31-42).

\* Not included in our maps.

2d. ERMINE STREET. LINCOLN—THE HUMBER (p. 206)<sup>2</sup>*Additional information:*

Very regrettable destruction of a substantial length of this road has recently occurred at Scampton for the enlargement of an aerodrome runway. The *agger* was examined and four sections fully recorded during the work. It was originally 41 feet wide and its surviving height 2½–3 feet, but the Roman surfacing had gone. Much post-Roman soil accumulation had occurred, especially on the west due to cultivation and the prevailing wind, making the present bank 60 feet wide.

## REFERENCE

2. Information from P. Rahtz through F. T. Baker.

## CHAPTER 6

329. BRAUGHING (HORSE CROSS)—PERRY GREEN (4½ miles)<sup>1</sup>*Additional route:*

It is now recognized that a road led south-eastwards from the junction of Braughing, leaving the Essex Stane Street (32) ¼ mile to the west of Horse Cross. The *agger* is distinctly visible across the arable to the point where the Standon—Little Hadham road is crossed at the turning to Broken Green which then forms



part of it. Lanes and hedgerows mark it here for a mile, and then after a gap to and through Much Hadham, where it must cross the main street diagonally, the same line is taken up again by more lanes through Perry Green to Old Park, just east of St Elizabeth's Home. The zig-zag ascent of the hill out of the valley from Much Hadham makes use of a convenient hollow and is probably the original course. The road is unknown beyond Old Park, but probably continued to the vicinity of Harlow where the straight north-south road may be part of it.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)

### 370. NEW BUCKENHAM-MORLEY (6 $\frac{3}{4}$ miles)<sup>1</sup>

*Additional route:*

Air photographs have assisted in the observation of this road, which runs northward from a point  $\frac{1}{2}$  mile to the east of New Buckenham, where it crosses the course of the presumed east-west road 37. From its direction to north-north-west it seems possible that it may have originated as a fork from the Pye Road (3d) at the point near Stoke Ash where this road makes a turn to north-east, but this still awaits proof.

From New Buckenham it is marked by long lengths of hedgerow with traces of the *agger* at some points, especially at Bury's Hall and west of Black Oar. Here, and also farther north,  $\frac{1}{4}$  mile to the east of Highoak near Morley, it crosses arable fields and can be seen under suitable conditions of bare soil as a very slight *agger* on which the soil looks distinctly darker in colour than the normal tint, and it showed very plainly upon air photographs. It is not yet traced beyond Morley.

## REFERENCE

1. Ordnance Survey Map of Roman Britain (3rd ed.)



## Corrigenda, Volume I

Page 28, para. 2, line 8. For 'Faversham' read 'Sittingbourne'.

Page 47, par. 2, lines 5-6. For 'the centre of power shifted to the neighbouring Trinobantes, with Colchester as their capital' read 'the Catuvelauni, having conquered the Trinobantes, moved their capital to Colchester', but the reference to 'the Catuvelaunian capital' in par. 3, line 2, relates to the old capital at Wheat-hamsted.

Page 51, par. 2, line 7. For 'Hart Street' read 'Bloomsbury Way' (the modern name).

Page 143, line 7. For 'north-north-west' read 'west-north-west'.

Page 155, line 7. For 'river Colne' read 'river Ver'.

Page 173, par. 4, line 4. For 'Wotton-at-Stone' read 'Watton-at-Stone'.

Page 199, line 1. For 'river Chater' read 'river Welland'.

Page 227, par. 2, line 3 (first impression only). For 'Smell's Farm' read 'Snell's Farm'.

## Corrigenda, Volume II

Page 47, para. 2, line 8. For 'H. J. Randolph' read 'H. J. Randall'.

Page 150 et seq., references. For 'Miss M. Kitson' read 'Miss M. Kitson Clark'.





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